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March 11, 1921, Temperature 64

ESTABLISHED 1845
Barometer 29.83 Rainfall 0.64 inch.

Humidity 70

March 11, 1920, Temperature 65

No. 18,204.

五拜禮

一九二一年三月十一日

HONGKONG, FRIDAY, MARCH 11, 1921.

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The goods that hold the unchallenged
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THE IDEAL GIFT.

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FABRIK FINE JEWELLERY
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TO-DAY'S CABLES.

(Radio Service in the China Mail.)

PREMIER ON REPARATIONS

GERMANY NOT YET CONVINCED SETTLEMENT NECESSARY.

\$20,000,000 TO BRITAIN THIS YEAR.

LONDON, March 10.

In the House of Commons, Mr. Lloyd George, replying to criticisms, remarked the inconsistency of the Opposition's declaration that Germany ought to pay yet opposing steps to make her pay. The Premier did not desire to force Germany to despair. Indeed, the present sanctions were the best way of obviating that calamity in a manner compatible with our determination to secure justice. Moreover, the sanctions would undoubtedly yield substantial practical advantages. The Allies at present received 50 or 60 per cent. of the total German exports. Germany would naturally refuse to sacrifice this huge section of her trade. Consequently Britain expected to receive £20,000,000 during the present year from this action. Had Germany made a sincere offer he would have done everything to meet her wishes, but Germany was not yet convinced of the necessity of settling, and von Simons had not been instructed to settle, but when she realized that the Allies meant to deal justly and fairly, also fairly, with her she would be more amenable to agreement than if we were divided in councils.

AMERICAN TROOPS ON THE RHINE

WASHINGTON, March 10.

The War Secretary announces that United States troops will occupy the Rhine under the terms of the armistice, not of the Treaty of Versailles. Consequently the State Department is not likely to approve a troop participating in the Allied sanction plans.

AUSTRIAN SYMPATHY FOR GERMANY

BERLIN, March 10.

The Cabinet has unanimously approved von Simons' conduct in the London negotiations.

In the National Assembly, Herr Weiskirchner, the president, read a declaration of sympathy with Germany as the result of the London conference. He declared that Austria was sorely stricken by what had happened to their brethren in the German Empire.

NEAR EAST PROBLEMS.

SUGGESTED MODIFICATION OF TREATY OF SEVRES.

LONDON, March 10.

Mr. Lloyd George submitted to the conference yesterday evening suggestions to modify the military and financial clauses of the Treaty of Sevres and to limit the so-called zone of the Straits, also to modify the Smyrna clauses with a view to maintaining Turkish sovereignty while providing representation of both elements of the population. Mr. Briand and Signor Storra and a representative of Lord Curzon to-day submitted the suggestions to the Turks. Mr. Lloyd George and Lord Curzon submitted them to the Greeks. Both requested time to consider.

LONDON, March 10.

At the Near East conference, the Greek delegation accepted the British proposals subject to certain modifications. The Greek delegation proceeds to Athens and Bekir Sami goes to Angora immediately to consult their respective governments, returning as soon as possible. Meanwhile, the Supreme Council remains in session in order to be at the disposal of both parties with a view to effecting a settlement.

WHAT THE ALLIES PROPOSE.

LONDON, March 11.

It is understood that the bases of the settlement of the Turkish question proposed by the Allies are Allied evacuation of Constantinople, the Straits to be controlled to a large extent by the Turks, Thrace to be internationalized, Gallipoli to be placed under Greek control, Smyrna to be autonomous with Greek preponderance in the regime, the port of Smyrna to be free to Turkish commerce.

RUSSIAN INSURRECTION.

REVOLUTIONARY SOCIALISTS PLAN NEW GOVERNMENT.

A FIGHT AGAINST HUNGER.

PARIS, March 10.

There is now an undoubted insurrection in Russia the work of the revolutionary socialists most of whose leaders have left Paris for Reval where they intend to form a new Russian government immediately. Petrograd is entirely in the hands of the insurgents. The Russian Red Cross director, Gutchkoff, has cabled President Harding asking for a supply of food and money for the Whites whose success depends entirely on their power of enduring hunger longer than the Moscow Government. He also asks President Harding to place 6,000 tons of foodstuffs belonging to the Hoover organization in Finland at the disposal of Koslowsky's temporary government at Kronstadt.

STANDARD OIL PLANT ABLAZE.

NEW YORK, March 10.

Fire has broken out in the Standard Oil plant at Brooklyn. Four tanks are reported to have exploded. Police reserves and ambulances have been called out.

TO CONGRATULATE PRESIDENT HARDING.

PARIS, March 10.

The Government has decided to send the former Premier, M. Viviani, on a special mission to the United States to congratulate President Harding.

HARDING AND THE LEAGUE.

WASHINGTON, March 11.

Before taking definite action as regards the League of Nations, it is announced that President Harding will shortly despatch a commission of enquiry to Europe.

THE DOLLAR.

To-day's closing rate 2/2 7/8
To-day's opening rate 2/2 7/8

HOME TRADE.

MANCHESTER MARKET.

LATEST WEEKLY REPORT.

Messrs. James F. Hutton & Co. Ltd., Manchester, reported on Wednesday, February 24—
Cotton Prices have fluctuated over a fairly wide range as there have been rapid changes of sentiment in the markets. On the whole, the tone has been rather better as there has not been such continuous liquidation. The low quotations at the opening of the week were in fact sufficiently attractive to tempt some buying, and a wave of covering resulted in an advance of about 2d. per lb. for American at Liverpool, but this has again been lost owing to any absence of response in the way of trade purchases. (Support from consumers is in fact what is still lacking to give firmness to prices, as the mere weight of the last crop is sufficient to depress quotations so long as there is no buying of any magnitude. At the same time however, it is to be noted from statistics of the ginning and movement of the American crop, that the Southern growers are holding back cotton to a much greater extent than has been previously done. The decision of the Egyptian cotton growers to form an association for the purpose of holding 2,000,000 cantars of cotton for a minimum price is also confirmed. The price fixed in this instance is 2/5 per lb. which is of course considerably above Liverpool quotations, but it is subject to alteration by arrangement. Our market does not show any improvement on the surface, the demand for both cloth and yarn continuing to be extremely meagre, but there is no doubt that the position is growing steadily sounder, as the movement of goods still goes on although progress is difficult and slow. The curtailed production is also a strong factor as the demand, although delayed, is bound to come and be all the heavier for the present postponement. Meanwhile, the attitude of many Indian buyers is quite indefensible as with things having gone against them they are endeavouring to shift their losses on to suppliers. So far as the Exchange is concerned they would forget the large unexpected profits which they obtained when this was moving so much in their favour, and owing to the fall in values Merchants here have had their own losses on stocks, which have been very heavy indeed, and they cannot be expected to bear the losses of others as well.

TO INDIA IN 3 DAYS.

AIRSHIP TRAVEL.

LORD MONTAGU'S VIEWS.

Lord Montagu of Beaulieu, at the Royal Aeronautical Society's meeting at the Royal Society of Arts, Adelphi, said air transport, though the speediest, will have to fight for its life for some time. Its main drawback is that only short journeys such as across-Channel flights are attempted. "There can be no effective competition with conveyance by air on long-distance journeys and the great saving in time for mails should appear though it has not as yet—to the Post Office authorities of every country. And for these long-distance journeys I feel sure that the airship rather than the aeroplane is the best method of transport." Pointing out that the average speed of aeroplanes is 100 miles per hour, airships 60, express trains 40, and fast passenger ship 16, Lord Montagu said an airship could go from England to India—3,600 miles—in 3 days. The fastest journey by the existing overland and mail ship route now takes 15 to 16 days. Such an airship service is quite a practical proposition.

"I do not agree with those who are so fond of blaming the workman for the troubles that are being encountered," said Lord Leverhulme in mail week. "We must remember that the workman has been taken from the trenches and put back to his original occupation, and he has not had two years yet in which to recover his balance." "I think he is wonderful, and we have every reason to be proud of him." "It will take time—it will take all of us time—to get back our mentality and outlook on trade and commerce as before the war."

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Public Auctions.

These Undergarments have received instructions to sell by Public Auction,

ON
SATURDAY, March 12, 1921,
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A Quantity of
Miscellaneous Gear.Comprising:-
Old Packing Cases, Cable Reels, Old
Metal, etc.Terms:- Cash on delivery.
LAMMERT BROS.,
Auctioneers.ON
TUESDAY, March 15, 1921,
commencing at 11 a.m.

at their Sales Room, Duddell Street,

8 cases Chablis,
9 cases Rockdale Wine,
6 cases Sauterne,
4 cases Red Ruby Burgundy,
15 cases King's Dry Gin,
5 cases Peppermint,
1 case Apricot Cordial,
1 case Bitters,
1 case Beer,
13 Barrels Claret,
15 cases Charles Heidsieck Cham-
pagne, (qts.)And
A Quantity of Sundry Liquors.
On view from Monday the 14th
inst.Terms:- Cash on delivery.
LAMMERT BROS.,
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Hongkong, March 10, 1921.

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Flies, Mosquitoes, Bugs, Flies and all
other Insect Pests in Summer days, and
(4) JOHN CAHILL'S GOLDEN
FLEECE, MAGIC and CINDERELLA
SOAPS for keeping everything clean in
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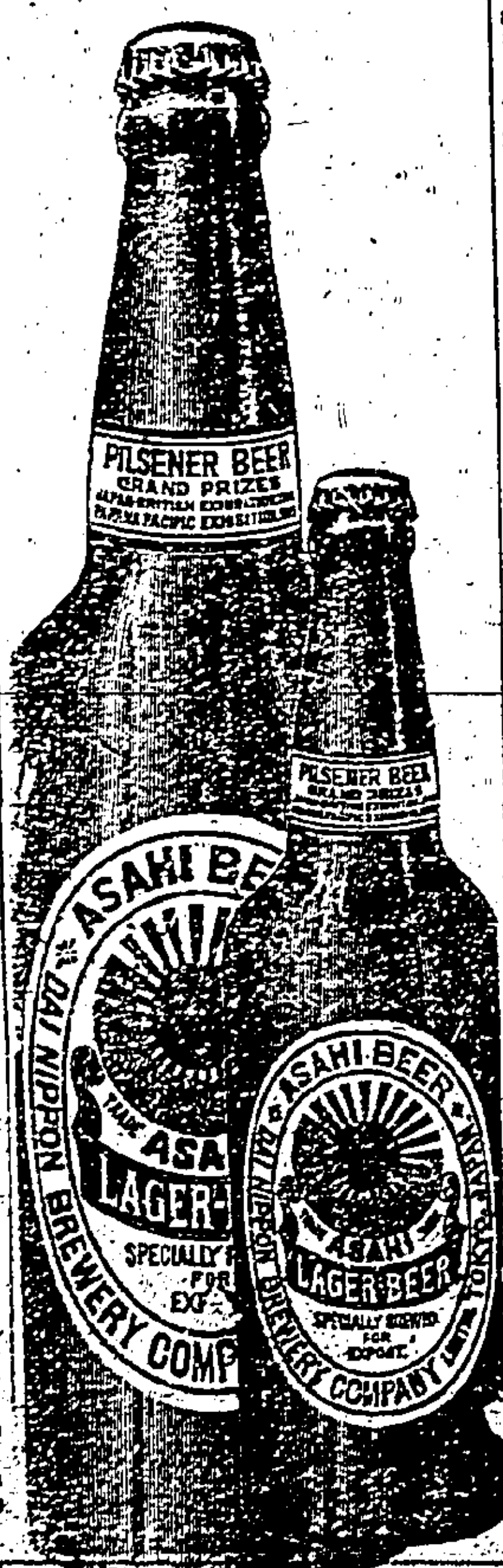
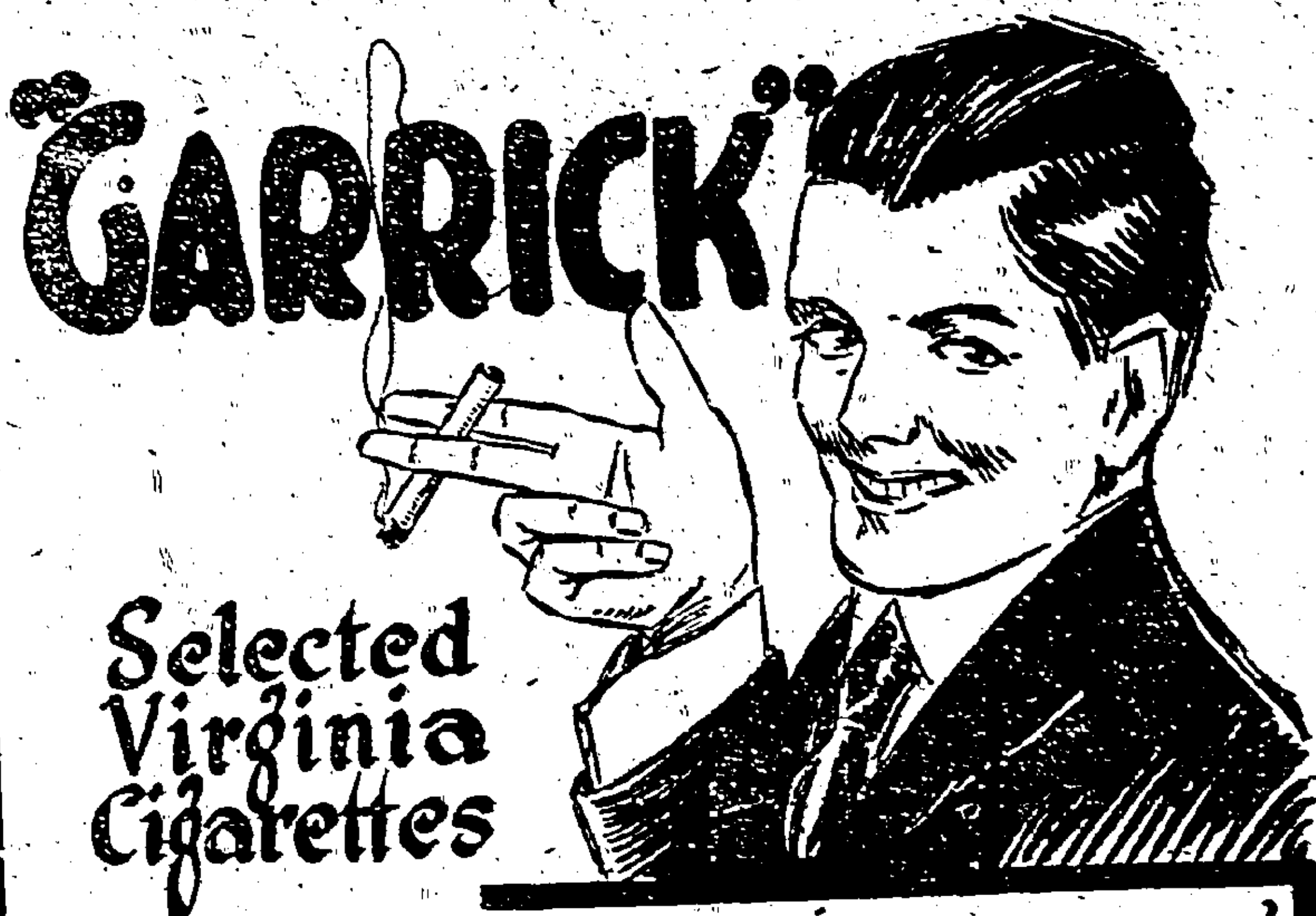
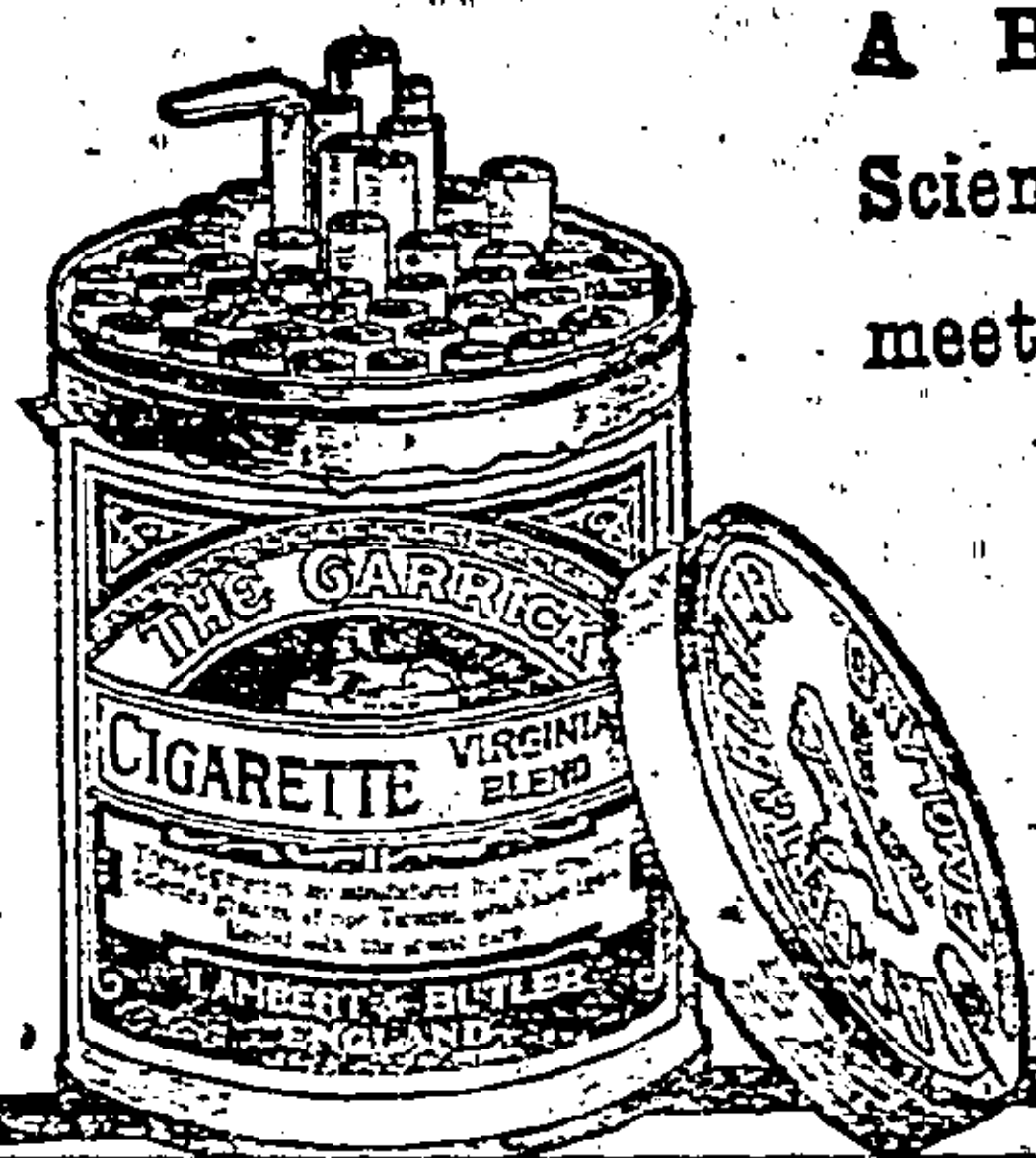
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BRITAIN AND AMERICA.
CABLES, SHIPPING, AND OIL.

STATEMENT OF THE AMERICAN CASE.

[Mr. Mark Sullivan, a writer who
before and during the war, was very
friendly to England, contributes an
article to the "New York Evening
Post," owned by Mr. T. W. Lamont,
a partner of Messrs. Pierpont
Morgan's, on the subject of cables,
shipping, and oil, which is of much
interest as showing the American
point of view. We reproduce the
article, which is dated Washington,
Dec. 3, in full.]THE TROUBLE OVER THE CABLES.
Three incidents in the news that
has arisen in Washington during
the past week are related to one an-
other and are phases of one of the
most important conditions in con-
temporary history. None of these
incidents has been made wholly
clear to the public in all its bearings,
and one of them at least is quite
imperfectly understood.The first that I refer to consists of
the various dispatches stating that a
naval cruiser is on guard off the
coast of Florida to prevent a cable
which is owned by the Western
Union from being landed on the
American coast.This spectacle, as pictured by the
bare dispatches, is most extraordi-
nary. But I do not use the word
"extraordinary" in any sense
critical of the Navy or of the Govern-
ment. On the other hand, having
looked into the matter with some
care, I think the Navy Department,
the State Department, and the
President, who personally refused the
permit to land the cable, are all quite
in the right. But the incident has a
bearing which will only appear
later and which, it is not too much
to say, will affect the course of the
world.It appears that the cable which the
Western Union is trying to land runs
only to one of the British islands in
the West Indies. At Barbados it is
intended to connect with a British
cable line which runs to South
America, and which has a monopoly
of the cable business in Brazil. If
the Western Union were permitted to
land this cable it would follow that
cable messages for South America
originating in Western Union ter-
ritory in the United States would be
routed over a British cable and would
be to the benefit of a British com-
pany, which aims to maintain a
monopoly in Brazil.The point can only be understood
when it is further borne in mind that
there is an all-American cable, or-
iginating in New York, touching at
Panama, going down the west coast
of South America, and competing
with the British company in those
countries of South America where
the British company does not already
have an exclusive monopoly. The
action of our Government is intended
to protect the interests of the American
company. This bare outlineof the facts does not purport to be
complete and is not enough to form
a just judgment without the know-
ledge of further minute and technical
details. The whole subject of the
fair and proper control of interna-
tional cable is very big and extremely
complex. Cables are so to speak,
an international public utility.But this cable incident does not
stand alone. It is merely one aspect
of a worldwide competition between
the United States and Great Britain
in foreign trade and foreign shipping.
In this field history Great Britain's
possession of a large proportion of
the world's cable facilities has given
her a great advantage. In the newly
awakened national self-consciousness
of the United States and in our new
ambitions to be a larger factor in
world shipping and world trade
America is disposed to regard Great
Britain's possession or control of so
much of the world's cable facilities
as a handicap against us which we
cannot afford to let continue.The next incident, superficially has
no connection with the cable incident,
but seen in its true bearings is a part
of the same situation. I refer to
Secretary Colby's note protesting
against Great Britain's apparent dis-
position to assume an exclusive at-
titude in its relation to the oil
resources of Mesopotamia.BRITAIN'S DOMINANCE IN SHIPPING.
The British Empire, on its economic
side, rests upon commercial shipping.
The British islands have no great re-
sources such as we have—favorably
located iron ore, coal, and other raw
material; no fruitful wheat and corn
lands, and the like. Her empire rests
on her dominance in shipping. For
generations it has been her ownership
or control of a very large proportion
of the world's shipping that has been
the economic basis of the Empire's
existence.Great Britain has held this ship-
ping dominance by reason of several
factors, including great experience
and greater skill in the business, a
labor supply that has been trained
for generations in this trade, and
other advantages, such as the owner-
ship of coal bunkers and cable connection
all over the world, and the control of
a large share of the world's marine
insurance and other commercial
aspects of the shipping business.The United States up to the time
of the recent war, never seriously
contested nor thought of contest-
ing Great Britain's dominance in
shipping [this is an error; up to the
time of the adoption of protec-
tion by the United States, American
shipping ran British shipping very
close]; but since, as an incident of
the war, we installed a huge ship-
building plant and became the owner
of what was for us an unprecedented
quantity of tonnage, we have come
to be ambitious in this field. And if
the aggregate mind of our business
world were distilled, it would prob-ably be found that consciously or
unconsciously, we now have a
national ambition to contest Great
Britain's dominance in shipping.At this point comes the significance
of the Mesopotamian incident. Coal
as a fuel for ships is passing, and
petroleum, because of its vastly
greater economy in labour and other-
wise, appears destined to take its
place. Knowledge of this fact will
enable anyone to see the very
great necessity lying upon Great
Britain to own or control oil supplies
adequate to her dominance in ship-
ping.So long as coal was the fuel, she
owned abundant supplies on her
home island; but if oil is to be the
fuel, she must have her supplies
wherever she can acquire them. This,
it may be taken for granted, explains
her concern about the Mesopotamian
fields, and, to a degree, our new
ambition to compete with her in
shipping explains our concern that
the Mesopotamian oil shall be open
to all comers equally.THE PANAMA TOLLS.
The third incident bearing on
the same general situation is the
emergence of discussion of the
Panama Tolls Act. If we are to be
a shipping nation, it is felt that we
should give our coastwise ships the
benefit of the fact that we built and
own the Panama Canal.If we are to achieve a position in
shipping and foreign trade, compar-
able to that which Great Britain has
had for many generations, we can
only go so through time, patience,
and the building up of the reputation
for commercial skill and
integrity that makes Great Bri-
tain's prestige in every part of Asia
and Africa. We shall have to work
hard and compete fairly; but prob-
ably we shall not continue in our
easy going acceptance of advantages,
which Great Britain was permitted
to hold by default so long as shipping
was no great concern of ours.There is not space here to cover
incidents that have lately emerged
bearing on this subject. Neither, let
it be said, is there space here to
give adequate treatment either to the
whole condition or to any one of
these incidents. But it may be taken
for granted, with much confidence,
that what is here touched upon is
one of the most important things
happening in the contemporary world.If the assumption is correct, it will
be a subject for poets and historians
for generations to come. If the
assumption is correct, we are witness-
ing and participating in one of those
great incidents of world history
which occur only once in several
centuries.Great Britain won her dominance
from Holland, Holland, in turn, won
it from Spain, which had it at the
time she provided the ships that dis-
covered America, and began the
colonization of the American Con-
tinent. Spain took it from Portugal.
Portugal from the Hanseatic League,
and so on back to Carthage and
Tyre.

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MUMEYA

Japanese Photographers.

We have removed our Premises to

No. 36A, Queen's Road, C.

Sitting hours from 9 a.m. to 9 p.m.

Passport photos finished

in one hour.

THE CLEANING OF

SUMMER FROCKS

is an important matter and

we make a speciality of

"refinishing" light Frocks

and Costumes so that they

keep clean longer than

when treated by ordinary

methods.

Our processes are thorough and

reliable. Our facilities and re-

sources enable us to carry out all

work quickly and our charges are

really reasonable.

Write for Price List and See!

The Diamond Dyeing and

Drycleaning Co.

General Manager

23 & 24, Wellington Street

Branch: 28, Nathan Road, Kowloon

Phone 1422

THE "CHINA MAIL."

NOTICE.

Communications relating to news should
be addressed to THE EDITOR.
Correspondents must forward their
names and addresses with any commu-
nication addressed to the Editor, not necessarily
for publication but as evidence of good
faith.
All matter for publication should be
written on one side of the paper only.Letters relating to business should be
addressed to THE MANAGER.
Rate of subscription to "China Mail" is
\$36 per annum; per quarter and per month
as follows: "pro rata."Orders for extra copies of the "China
Mail" should be sent as soon as possible as
the supply is limited. Cash 10 cts. Credit
20 cts. per copy.
The "China Mail" is delivered free at
subscribers in Hongkong and Kowloon.
Postage is charged at the rate of fifty
cents per month.Rate of subscription to the "Overland
China Mail" is \$12 per annum; postage
\$1 per annum extra. Single copy twenty-
five cents each.
Alterations and additions to Advertis-
ments on Pages 2, 3, 6, 7, 8 and 9 should
be sent to the Office, No. 5, Wyndham
Street, not later than 11.30 a.m.
Alterations and additions to Advertis-
ments on pages 1, 4, 5 and 10 should be
sent not later than 1 p.m.New advertisements should be sent in
before 2 p.m.
Advertisements and Subscriptions which
are not ordered to a fixed period will be
continued until countermanded.Telegraphic Address: "Ming" Hongkong.
Cable: A.R.O. 6th Edition.

Telephone No. 22.

THE CHINA MAIL.



Hughes & Hough

Auctioneers to the Government

General Auctioneers
Share, Coal and General
Produce Brokers and
Commission Agents.

PROPRIETORS

"To-Kwa-Wan" Coal Storage

Cable used
Bentley's
A 11th & 12th Editions
A 11 telegraphic Code.

Telegraphic Address
"HUGHES & HOUGH"
HONGKONG.

PUBLIC AUCTIONS



PUBLIC AUCTION.

THE CUSTOMARY OF ENEMY
PROPERTY.

THE Undersigned have received in-
structions to sell by Public Auction

ON

SATURDAY,

March 12, 1921, at 10.30 a.m.
at their Sales Rooms, No. 8,
Dei Vaux Road, Corner of
Ice House Street.

MISCELLANEOUS GOODS.
Including a few lots of silver ware,
and

Sundry Household Furniture, &c., &c.
Terms:—Cash.

HUGHES & HOUGH,
Auctioneers.

Hongkong, March 10, 1921.

THE Undersigned have received in-
structions from Mr. Arnold to sell
by Public Auction

on

WEDNESDAY,

March 23, 1921, commencing at
2.15 p.m., at Her Residence
No. 65, Bonham Road.

THE WHOLE OF THE
Valuable Household Furniture,
Bric-a-brac, &c., &c.
therein contained.

As follows:—

HALL.—Teak Hall Stand and Side
Tables. Drawing Room.—Large
Easy Chairs. Pottier and Chesterfield
Sofa (by Wm. Powell). Blackwood
Cabinets, Tables, Stands, &c., Water
Colours and Engravings. Old Brass
and Bronze Curios and Several Lots
of Chinese Sool and Blue and White
Porcelain, Carpets, Rugs and Curtains
(Lane Crawford's). Dining
Room.—Large Mirror. Back Side-
board, Dinner Wagon. Ex. Table.
Chairs, Cabinets, Electro Plates and
Cutlery, Glass Crockery, Ware, &c.,
including several lots of Silver Ware.
Bedrooms.—Teakwood and Brass
Dressing Tables, Washstands, Writing
and Card Tables, &c., Bed and
Table Linen, Blankets, &c., Bath-
room, Pantry, and Kitchen Utensils.

Also

A collection of Old Gold and Silver,
Coins (Japanese) in case, Electric
Fittings, Barometer and a large quantity
of Pot Plants.

(Full Particulars from Catalogue).

To be had on application to the
undersigned.

On view from Tuesday, 22nd just
between 11 a.m. and 6 p.m., and day of
Sale.

Terms:—Cash.

HUGHES & HOUGH,
Auctioneers.

Hongkong, March 10, 1921.

FOR SALE.

At their Sales Rooms, No. 8, Dei
Vaux Road, Corner of Ice House Street
Situated at Broadwood Road, Hongkong.
Substantially built 5-roomed Bang-
low with usual outhouses and garden.
Recently painted and colourwashed
throughout.

Particulars from the undersigned.
Terms:—Cash.

HUGHES & HOUGH,
Auctioneers.

Hongkong, February 21, 1921.

THERE'S A LONG, LONG TRAIL

of
Bugs, Fleas,
Flies, Beetles,
Mosquitoes,
etc.,
all killed by

KEATING'S

BRITISH
MADE

Mr. HONDA and Mrs. HONDA.
14 years' experience.
No. 24 Wyndham Street,
(Opposite to the China Mail).

WANT ADVERTISEMENTS

35 WORDS & INSERTIONS, \$1. PREPAID.

Each additional word 4 Cents for 3 insertions.

LOST.

LOST.—Brown and White Japanese
Bitch. Answers to the name of
PUPPY. Will anyone having possession
or information of this dog kindly
communicate with Mr. A. A. Wilson,
Dragon Motor Car Co., Telephone 482?
Any expenses will be paid or reward
given.

HOUSE TO LET.

TO BE LET.—For about six months.
WELL FURNISHED. Small four
room house, Kallist Major. Apply
PACER SWIRE, 5, Queen's Road Central.

FOR SALE.

FOR SALE.—Half Price. CURRENT
NUMBERS, 1921. QU-EN, Ladies
Picture, Gentlewoman, Elite Styles,
Fashions for all. Apply Box 1269, c/o
"CHINA MAIL."

TO LET.

TO LET.—IMMEDIATE OCCUPA-
TION.—A FEW THREE ROOM-
ED EUROPEAN FLATS IN "ORIENT
BUILDINGS," CORONATION ROAD,
KOWLOON. MODERATE RENTAL.
Apply J. CLARK CLARE, Architect and
Surveyor, 14, Queen's Road, Central.

FOR SALE.

FOR SALE.—Half Price. CURRENT
NUMBERS, 1921. QU-EN, Ladies
Picture, Gentlewoman, Elite Styles,
Fashions for all. Apply Box 1269, c/o
"CHINA MAIL."

COLONIAL SECRETARY'S DEPARTMENT.

No. 57.—It is hereby notified that sealed tenders in duplicate,
which should be clearly marked "TENDER FOR QUARRIES," will be received
at this Office until Noon on MONDAY, the 14th day of March, 1921, for the
letting of the undermentioned Granite Quarries at Hongkong and the New
Territories, for a period ending 31st December, 1921, or, as an alternative, for
a period ending 31st December, 1923.

Each tender must be accompanied by a receipt to the effect that the
tenderer has deposited in the Colonial Treasury a sum as stated in the schedule
hereunder opposite to each quarry, as a pledge of the bond of his offer,
which sum shall be forfeited to the Crown, if the tenderer refuses to carry out
his tender and comply with the conditions hereinafter contained, should the
tender be accepted.

The Government does not bind itself to accept the highest or any tender.
Forms of tender can be obtained from the Director of Public Works.

PARTICULARS OF THE QUARRIES.

Quarry Lot No.	Approximate Area in Acres.	Upset Annual Crown Rent.	Deposit with Tender.
Too Tee Wan No. 2	1.84	\$200.00	\$30.00
Ah Kung Ngam No. 2	.93	\$1,300.00	\$100.00
Cha Kwo Liang No. 31	1.60	\$180.00	\$30.00
Ngan Tai Kok No. 4/24	1.75	\$230.00	\$30.00

1921-22

SEALED TENDERS

will be received
at the R. N. HOSPITAL until
10 a.m. on the 11th March, 1921, from
persons desirous of supplying Beef,
Mutton, Pork, Bread, Cheese,
Pine Apples, Milk, Aerated Waters, Ice,
and other provisions, and necessaries for
the year ending 31st March, 1922.

Printed Forms of Tender and further
particulars can be obtained at the R. N.
HOSPITAL.

The right to reject the lowest or any
Tender is reserved.

F. DALTON,
Surgeon Captain, R.N.

R. N. Hospital, Hongkong.

March, 10, 1921.

REPULSE BAY HOTEL.

BANK HOLIDAY, MONDAY,
March 28th, 1921.

FANCY DRESS DINNER DANCE.

AT the request of numerous Patrons,
a FANCY DRESS DINNER
DANCE will be held on the above
date.

Table reservations can be made at
the Hongkong Hotel (Telephone
No. 32) or direct to Repulse Bay Hotel
(Telephone Nos. 881 and 807).

Hongkong, March 7, 1921.

REPULSE BAY HOTEL.

THE APPROACH ROADS to the
above Hotel are CLOSED tempo-
rarily for the purpose of regrading.
Patrons are, therefore, kindly requested
to use the steps opposite the main
entrance until completion of such work.

PUBLIC AUCTION.

G. R.

PUBLIC AUCTION.

PARTICULARS AND Conditions of the
letting of Public Auction Sale, to be
held on MONDAY, the 14th day of
March, 1921, at 3 p.m., at the Office
of the Public Works Department, by Order
of His Excellency the Governor, of One
Lot of CROWN LAND behind Island
Lots Nos. 1619 and 1620, Shaokwan
Road, in the Colony of Hongkong, for
a term of 75 years, with the option
of renewal at a Crown Rent to be fixed
by the Surveyor of His Majesty the King
for one further term of 75 years.

PARTICULARS OF THE LOT.

No. of State Lot	Locality	Boundary Measurements	Area in Acres	Upset Annual Crown Rent	Deposit with Tender
1619	Shaokwan Road	100 ft. by 100 ft.	1.00	\$100.00	\$10.00
1620	Shaokwan Road	100 ft. by 100 ft.	1.00	\$100.00	\$10.00

Mr. HONDA and Mrs. HONDA.
14 years' experience.
No. 24 Wyndham Street,
(Opposite to the China Mail).

HONGKONG HOTEL CO., LTD.

NOTICE IS HEREBY GIVEN

that the ORDINARY YEARLY
MEETING of the SHAREHOLDERS
in this Company will be held at the
Company's Hotel, Hongkong, on SAT-
URDAY, 19th March, 1921, at Noon,
for the purpose of receiving the Report
of the Board of Directors, together with
a Statement of Accounts for the year
ending 31st December, 1920.

The REGISTER of SHARES of the
Company will be CLOSED from SATUR-
DAY, 19th March, 1921, (both days
inclusive) during which period no
transfer of shares can be registered.

By Order of the Board of Directors,
J. H. TAGGART,
Manager.

Hongkong, March 5, 1921.

THE HONGKONG & WHAMPOA DOCK COMPANY, LIMITED.

NOTICE IS HEREBY GIVEN

that the ORDINARY YEARLY
MEETING of the SHAREHOLDERS
in this Company will be held in the
Office of the Company, 2 Queen's
Buildings, Hongkong, on TUESDAY,
23rd March, 1921, at Noon, for the
purpose of receiving the Directors'
Report and Statement of Accounts for
the year ending 31st December, 1920.

The SHARE REGISTER and
TRANSFER BOOKS will be CLOSED
from 19th to 23rd March, 1921,
(both days inclusive).

By Order of the Board of Directors,
R. M. DYER,
Chief Manager.

Hongkong, March 7, 1921.

SATURDAY BANKING HOURS.

BY agreement between the Exchange
Banks, SATURDAY BANKING
HOURS in Hongkong, beginning on
SATURDAY, the 5th March, 1921, will
be as follows:—

From 9.30 a.m. to 12 NOON only.
For all Banking Business.

Hongkong, March 1, 1921.

HONGKONG GYMKHANA CLUB.

THE following resolution was proposed
and passed unanimously at the
MEETING of MEMBERS held on 2nd
March.

That the Hongkong Gymkhana
Club be wound up and that the Hong-
kong Jockey Club take over all Assets
and Liabilities of the Hongkong
Gymkhana Club.

A Meeting of Members of the Hong-
kong Gymkhana Club will be held at the
office of the Jockey Club, in Hongkong,
Club Avenue, at 12.50 p.m. on FRIDAY,
March 18th for the purpose of confirm-
ing the above resolution.

Hongkong, March 7, 1921.

MASSAGE.

Mr. HONDA and Mrs. HONDA.
14 years' experience.
No. 24 Wyndham Street,
(Opposite to the China Mail).

INTIMATIONS.

SOCIETY OF ST. GEORGE,
HONGKONG.

THE ANNUAL GENERAL MEET- ING OF THE SOCIETY will be held

in the OTT. HALL, TO-DAY (Friday),
11th March, at 5.30 p.m.

For the following purposes:—

(a) To receive the report of the
Committee and statement of
accounts for the past year.

(b) To elect the Officers and Com-
mittee for the ensuing year.

(c) To consider the manner in which
next St. George's Day shall be
celebrated.

(d) To transact any other business
of which due notice has been
given.

All members are requested to attend.

J. BLAKER,
Hon. Secretary.

Hongkong, March 1, 1921.

HONGKONG CLUB.

NOTICE.

THE THIRTY-FIFTH YEARLY
GENERAL MEETING of the
Members of the Hongkong Club, will
be held in the Club House on
MONDAY, the 14th March, 1921, at
5.30 p.m.

By Order,
A. H. ARBAS,
Secretary.

Hongkong, March 5, 1921.

HONGKONG TRAMWAY COMPANY, LIMITED.

(Incorporated in the United Kingdom)

NOTICE IS HEREBY GIVEN

that the COLONIAL (Hongkong)
REGISTER of the Company will be
CLOSED from TUESDAY, 15th March,
1921, to WEDNESDAY, 13th April,
1921, both days inclusive.

By Order of the Board of Directors,
W. E. ROBERTS,
Secretary.

Hongkong, March 7, 1921.

PEAK TRAMWAYS COMPANY, LIMITED.

NOTICE.

TRAMS will run between KENNEDY
ROAD and BARKER ROAD
STATIONS only until further notice.

JOHN D. HUMPHREYS & SON,
General Managers.

Hongkong, March 9, 1921.

VICTORIA RECREATION CLUB.

VICTORIA REGATTA

to be held at
Black Boulder Point, Kowloon Bay
on
SATURDAY, the 26th and MONDAY,
the 28th March, 1921.

THE following events are open to the
Colony:—

Challenge Cup Race.—For Yachts.
Limited to residents of the Colony, each
crew to be drawn from a single unit,
e.g. a Regiment, a Ship, a Corps, a
Firm, or any other body of gentlemen
working together at the same profession
or calling. A Club is not included in
the definition. If any of the Units
cannot provide a complete crew, any
combination of two similar Units can be
made.—Distance, 1 mile.

Entrance Fee, \$5.00.

Motor Boat Race.—Open to any
private owned Motor Boat in China.
Boats to be handicapped on estimated
speed per hour from particulars entered
on entry form.—Triangle Course, 5
miles.

Entrance Fee, \$10.00, to accompany
entry form.

Entries Close to the Hon. Secretary
on the 12th inst.

Entry forms can be had on applica-
tion.

R. C. WITCHELL,
Hon. Secretary.

Hongkong, March 5, 1921.

WAR MEMORIAL.

SUBSCRIPTION LIST.

FOR the erection by Public Sub-
scription of a building to be
run on Y.M.C.A. lines, to be called
the WAR MEMORIAL INSTITUTE
and to be managed for the joint use
of the Navy, the Army and Civilians
by a Joint Board of Directors.

A portion of the sum raised will
be devoted to the erection of a
permanent stone memorial which
will be put in hand at an early date.

Lists may be found at:—
Messrs. Lane Crawford.
Messrs. Kelly & Walsh.
Messrs. Macdonald.
Messrs. Wm. Powell, Ltd.

The Hongkong Club.
Hongkong Cricket Club.
Club Lusitano.
Engineers Institute.
Victoria Recreation Club.
Kowloon Cricket Club.
Kowloon Bowling Club.
Peak Club.
Club de Recreatio.
Cricketground Club.

M. J. BREEN,
Hon. Secretary.

War Memorial Committee.

SEA-SICKNESS SECRETS.

INTERESTING RESEARCH
WORK.

TANK TESTS TO PREVENT FITTING OF SHIPS.

In the future sea sickness may be a
malady unknown. Research work is
being carried on in the experimental
tank of the National Physical Labora-
tory at Teddington which is designed,
among other important things, to
diminish the pitching motion of ships
at sea.

The tank is 520ft. long, 30ft.
across and about 12ft. deep. It en-
closes a stretch of water upon which
are floated model vessels—each the
exact image in little of some craft
which is destined to plough the seas.

The procedure is this. A firm
will submit the shape of one of their
new boats to the tank. Here an
exact model of it, cast in paraffin
wax in a clay mould, is made.
Usually these models are from 17ft.
to 20ft. long, and weigh about a ton.

A carriage which runs above the
tank tows the model through the
water at various speeds, and its resis-
tance under every condition is
minutely recorded. By these tests
it is possible to tell whether the boat
from which the model is taken will
be efficient in propulsion, and, if it is
not, where the defect lies.

CREATING WAVES.

Many interesting experiments are
concerned with the behavior of
ships in rough weather. There is an
apparatus in the tank for creating
regular series of waves.

It is often those bland innocent-
looking waves which make a ship
pitch heavily, and give keen discomfort
to the traveller. Said Mr. G. S.
Baker, superintendent of the tank:

"At the same time, choppy seas
will not disturb him at all. Why is
this? It seems that the small, fierce
waves are broken by the resistance
of the ship, while the long waves,
which look so innocent, are not.
There is a synchronism between the
latter and the vessel. They lift it
up, and it falls into their troughs,
and so you get the disturbing pitch-
ing."

"These tests were in my mind on
a recent trip from Holland, and I was
so interested in watching the action
of the ship that I forgot all about
being seasick, though the pitching
was heavy. We shall find out what
kinds of ships are affected most by
different wave forms."

"With our models we are studying
the effect of the rudder on the ship,
and ship on the rudder, fitting differ-
ent rudders to different vessels, run-
ning models with propellers and with-
out propellers, and so on."

SMALLER COAL BILLS.

One of the most valuable results
of these tests is that they demon-
strate what improvement in the form
of a vessel may be made to enable a
reduction in the effective horse power
needed to drive it. In the case of
one big vessel cited by Mr. Baker
£10,000 or £12,000 a year on the
coal bill is being saved by improve-
ments in form made in the tank. Be-
sides this, the "reduction in resistance"
enables the vessel to carry
more cargo, and its owners can
afford to run it on lower freights.

UNIVERSITY OF HONGKONG.

MATRICULATION & SENIOR LOCAL EXAMINATIONS.

NOTICE IS HEREBY GIVEN that
the above EXAMINATIONS will
commence on MONDAY, June 6th, 1921.
Forms of entry and copies of the new
regulations and syllabus can be obtain-
ed on application to the Registrar.

Each entry form duly filled in must
reach the Registrar together with a fee
of \$15. (Hongkong currency) on or before
April 2nd, 1921.

The Examinations are open to all
in any Faculty by Portuguese Students
from Hongkong or Macao, of the annual
value of \$600.00 will be awarded on
the results of this Examination.

Copies of past Examination papers
including those set in December 1920,
can be obtained from the General
Office Hongkong University. Price
\$0.50 per copy.

N. TEESDALE MACKINTOSH,
Registrar.

Hongkong, March 9, 1921.

DOLLAR ACADEMY, SCOTLAND—<

BURNETT'S LONDON

GIN.

DRY & OLD TOM.

Price per case of 1 dozen \$29.00
including duty.

Sole Agents and Importers.
A. S. WATSON & CO., LTD.
WINE AND SPIRIT MERCHANTS.
Phone 616.

W.H. **Powell** Ltd.
TELEPHONE 346

WHITE FOOTWEAR

OUR SEASON'S SHIPMENT
HAS JUST ARRIVED.

EXCELLENT SHAPES
AND

ATTRACTIVE STYLES.

CANVAS

SUEDE

BUCK.

We Specialize in
Social and Business Stationery,
Loose Leaf Binders and Books,
Novelties for the Home and Office,
Dennison's Xmas Decorations.

INSPECTION SOLICITED

DER A. WING & CO.
60, Des Voeux Road, CENTRAL.

BIRTH.

CARVALHO.—Born at the Peak Hospital, to Dr. and Mrs. Arthur J. Carvalho, a son on the 10th March.

DEATH.

GRAY.—Jan. 24, at 164, Oakwood Court, W. Julia, widow of John Henry Gray, D.D., Archdeacon of Hongkong, aged 82.

The China Mail.
"TRUTH, JUSTICE, PUBLIC SERVICE"

HONGKONG, FRIDAY, MARCH 11, 1921.

OUR NATIVE SEA.

From the oyster of the Diocesan Conference report we extract a pearl. Mr. Forster spoke of our seamen, "who, filled with that spirit of humility which comes from contact with the big forces of nature, and having a great capacity for affection, approach very near to the Christian ideal of manhood." Indeed the sea is a great teacher, and the heroes of Xenophon did not greet it with more heart-felt enthusiasm than do its adepts, especially after absence. There are people who are sea-sick, there are people who grow sick for the sight of it, and people who seem soon to get sick of it. The first are entitled to pity, the second to sympathy, the third (who confess to boredom) may be despised. They require decksports, and wireless news, and sweeps on the day-run, because Time is to them a boggle, and the sea's charms invisible. The infinitely various play of form and colour is caviars to them. Perhaps they are further advanced in civilization than we, who confess to instinctive soul-tirings at sea that must derive from

ancestral memories. To us the open sea has a fascination that repetition cannot stale, storms wither, nor calm abate. Upon the heaving bosom of the teeming mother we need no novels to read, no prattle to beguile. We feel as we suppose some people to feel in church, or as those who stand consciously upon holy ground.

Though absent long, These forms of beauty have not been to us As is a landscape to a blind man's eye; But oft, in lonely rooms, and 'mid the din Of towns and cities, we have owed to them, In hours of weariness, sensations sweet, Felt in the blood, and felt along the heart, And passing even into our purer mind.

With tranquil restoration, This "tranquil restoration" must be what was in Mr. Forster's mind when he spoke of the humility of sailors, for truly, knowing the breed well, we dare not accuse them of humility in the commonly accepted meaning of the word. Most of their deeds are audacious. Was not Commander Evans nobly arrogant when, with terrible seas breaking over the rocks whereon the fragments of the "Hongmook" clung, he threw himself naked into the fierce and elemental strife, to contend with the marine furies for the lives of fellow human beings? Was Columbus humble, or Captain Cook, or the first man who launched a canoe? That very sense of human weakness and insignificance which the great sea inculcates is the best proof that we are not humble, when in despite of it we strive and overcome. The shellback sailing round the Horn ought to cringe and be craven, yet he fights (landmen know no such fight) and laughs. We are not humble as we watch the play of light upon the sea, in the dazzle of daytime or the

sheen of night, as we gloat upon the shapely contours of high seas, the pleasant shading of what is called a "mill-pond" surface. We have never, by the way, observed at sea the fatness which this description suggests. Even when there is no perceptible swell—that "city swell" we read about, which is apt to bring up the image of a barber's assistant in his Sunday clothes—there is a strange appearance of concavity, in which we see ourselves as it were in the middle of a saucer, with the horizon for a rim. In any sort of weather the eternal restlessness of the sea makes changes that thrust fresh beauty at the eye. Along the flanks of the moving ship from which we observe it, flow streams of broken and aerated brine which provide the most translucent and delicate marriage of blue and white. Fretted or chequered with a lacey pattern of foam, it is as though some Olympian draper were unfolding folds for the petticoats of Venus. Colour and chiaroscuro everywhere at sea. God pity the blind.

Thus far have we played with superficialities, and our sea has depth. We have aimed to depict at once the beauty and the saline health of it. Let us now reach after the subtler message of the sea. We love to dally with the idea that we are drawn to the sea by an instinct that, though a part of ourselves, is older than ourselves, older even than the subconscious memories we may have inherited from viking forefathers. If we remember the teachings of Evolution, we must recognize that going to sea is going Home—as, indeed, it literally is for most of our local readers. In the beginning all life came from the sea, says the teacher who tells us of a period Archæan, when there was very little dry land, and Adam's great great grandfathers crawled in swim in the primeval brine, with little backbone and less conscience, a descendant or rather ascendant of the Cambrian Trilobite. Seven millions of Silurian years prepared the land for our coming ashore. The story of the Pilgrim Fathers is small beer compared with the saga of the emigration from the crowded and competitive sea of the flight from the tyrannies of Dinichthys. In search of liberty they found the Lung, and the longshoreman sprang (in a long series of springs) from some type of mud-fish. Assume, if you will, that Dr. Gaskell deceives us; but confess, as assuredly you must, that this is a pleasant, a more romantic and grateful conceit, than the orthodox genetic suggestion that "dust thou art, to dust returnest." Dust is such dry stuff, and dry stuff must surely be abhorrent to the newspaper reader.

LOCAL AND GENERAL.

Paymaster E. S. Apps has been appointed to the "Alacrity," special service ship on the China Station.

Some naval ratings will be shortly sent to the China Station for distribution amongst the ships here.

Lieutenant and Acting-Captain R. M. Jerram, M.C., 6th Battalion Hampshire Regiment and Tank Corps, has been given a direct lieutenantcy in the Wiltshire Regiment, with seniority from Dec. 22, 1916, and has been seconded for service with the Tank Corps. He won the Military Cross in France in 1918.

Lieut.-Com. John Austin Gimes, the commander of the lost H.S. in China in charge of a submarine base for the first twelve months of the war. He was then recalled to the North Sea, and awarded the D.S.O. for the discovery of a secret passage through the minefield off Heligoland.

Mrs. Catherine Sophia Bird, of Barstet, Stratford-on-Avon, who died on Nov. 21, widow of Mr. R. W. M. Bird, barrister, of Shanghai, left estate of the gross value of £47,265, with net personalty of £46,485. Mrs. Bird left legacies to several Warwickshire hospitals and an annuity to an old and faithful servant.

The command of the river gunboat "Teal," China Station, has been given to Lieutenant-Commander Julian Harrison, D.S.O., from command of the destroyer "Vortigern" in home waters. Commander Harrison joined the Royal Navy in 1903, and was a lieutenant-commander of the battleship "Monarch" when the late war opened. He saw much service with the Grand Fleet and won the D.S.O. at Julland.

An Admiralty order states that several cases of anthrax have arisen lately in Britain, which have been traced to infection from the bristles of sash tool and shaving brushes imported from abroad—mainly from Japan. Although no special apprehension is felt as regards anthrax occurring in the Navy from service brushes, none of which are imported from Japan, a warning is issued that no sash tool brushes are to be used for shaving or other purposes for which they are not intended.

LOCAL AND GENERAL.

A clean bill of health was returned for the Colony yesterday.

It is understood a court of enquiry into the "Hong Moh" disaster will soon be held at the Marine Court.

A reminder is given that the annual general meeting of the Society of St. George is to be held in the City Hall at 5.30 this afternoon.

As the result of a fall on Hollywood Road yesterday afternoon, a Chinese lad 16 years of age received a cut on his upper lip which caused the loss of so much blood that he had to be removed to the Government Civil Hospital.

The marriage took place at the Drive Wesleyan Church, St. Anne's, recently, of Mr. Albert Woodall Smith, of Messrs. Watson's Ltd., Hongkong, second son of the late Mr. and Mrs. Samuel Smith, of Scarborough, to Miss Irene May Jackson, elder daughter of Mr. and Mrs. Sydney A. Jackson, of Comrie, North Drive, St. Anne's.

Further expert evidence was called in the Ho Mun Tin bungalow case before Mr. Justice J. R. Wood, the Puisne Judge, in the Supreme Court yesterday afternoon when hearing was resumed of the action taken by Father Henriques against his neighbour Mr. G. T. Lam for \$200 claimed in respect of damage to a boundary wall alleged to be due to negligence in the building operation. After hearing the evidence of Mr. Abdul Rahman and Mr. H. W. Bird, architects, who had already given evidence for the plaintiff, the hearing was adjourned.

Nearly 1,400 Germans and Austrians, all prisoners of war from Siberia, together with about fifty Rumanian officers arrived in the harbour on board the steamer "Gujarat" chartered from Messrs. Messagerie et Comp., by the German Red Cross to take them from Vladivostok to Trieste. After leaving Singapore the vessel will call at Sabang in order that the passengers may land a privilege denied them at all British ports. During their six or seven years in Russia many of the men married Russian women who accompany them now that they have at last been able to leave the country.

Captain E. S. Bainbridge, who since 1899 has been in command of Straits steamships in the Rangoon, Straits and China trade and must have carried many thousands of coolies to and from Swatow, has retired and gone home to settle at Bath. Capt. Bainbridge had four years' war service in the Reserve, 2½ years spent on the Dogger Bank, a year at Dover and the remainder in the Mediterranean. Upon returning he took command of the "Hong Hwa." His numerous friends from Swatow to Rangoon will wish both he and Mrs. Bainbridge many years of happiness in their retirement.

Two Chinese were this morning charged before Magistrate Lindell with the unlawful possession of 2,500 cigarettes on which duty had not been paid. When the defendants' luggage was searched on the Praya yesterday afternoon, the cigarettes were found in two baskets they were carrying. Both men admitted possession of the cigarettes but said that they were ignorant of local regulations. One said he bought his cigarettes in Macao, and the other in Wuchow. The prosecution said that the duty on the cigarettes was \$1.65 in the one case and \$1.75 in the other. The Magistrate imposed fines of \$16 and \$17 respectively, and ordered the confiscation of the cigarettes.

The international disputes going on regarding the wireless concessions in China betray a sad lack of national dignity. China's interests are the last thing thought of, and great nations quarrel like fishwives for the chance of making money out of China, when the probability is that she would be much better off without any of their scientific toys. Behind the squabble over the profits there is the desire to get control of the messages. One of the objectors to the concessions is the Great Northern Company under whose care for many years it cost as much for a cable service in Japan as it cost in Shanghai for two or three times the quantity, says the *Japan Chronicle*.

It is officially intimated that Brevet Lieut.-Colonel F. H. Dansey, C.M.G., D.S.O., Wiltshire Regiment, has been given the rank of temporary lieutenant-colonel whilst a temporary Assistant Adjutant-General. With effect from Aug. 20, last, Lieutenant-Colonel Dansey saw much service in France and Belgium on the Staff during the campaign of 1915-16. He was mentioned in despatches five times, prompted brevet lieutenant-colonel and given the Legion of Honour, French War Cross, Military Order of Arts, the C.M.G., and the D.S.O. Lieutenant-Colonel Dansey was commissioned in the Wiltshires in February, 1898, and his captaincy in 1904, was adjutant of his battalion, 1909-12, and during the war in succession was D.A.A. and Q.M.G. of the 6th Midland Division, D.A.A. and Q.M.G. 10th Army Corps and Assistant Adjutant-General, First Army.

SPORT.

LEAGUE FOOTBALL.

"TITANIA" v. WILTS.

The Wilts completed their programme in the first division of the Hongkong Football League yesterday afternoon when they met the "Titania" on the Club ground, and after a close and exciting game, went down to the tune of two goals to one. In spite of this defeat, the Wilts are the Champions of the league with 25 points to their credit. They have had a very successful season on the whole, and have every right to be proud of their record, having lost only two out of sixteen games played, namely, their first and last matches. Of the other fourteen games, they won eleven and drew three, while in the record of goals they have thirty for and fifteen against, a very good performance on the whole, considering the tough combinations they had to fight against.

THE MATCH.

Played in a drizzling rain throughout, the game was much affected in the matter of scientific football owing to the greasy state of the ball and the heavy ground. However, the match was not without its interest, and the large gathering of Servicemen who turned out in the wet to watch the game were fully repaid for the inconvenience they suffered.

Powell kicked off for the Sailors, and play opened fast and even, with both ends of the field visited in quick succession. Early on, Menham had a chance of opening the scoring for the Soldiers from a well timed centre by Amor, but he sent the ball just a couple of inches wide. Undaunted by this failure, the Wilts returned to the attack only to be pulled up by Evans being off-side. Mispleson took the free kick, and placing the ball well, gave Powell a chance. This worry did not miss the opportunity. He at once tackled Giles, leaving the road clear for Hendry, who trapping the ball cleverly, had no difficulty in beating Smith at close range. Immediately from the centre, the Soldiers went on the war path, and when well in, Evans sent in a lofty shot which the goalie was just able to save by tipping the ball over the cross bar. Amor placed the corner kick beautifully, and Swanborough, who was in a very favourable position in front of goal, tipped the leather into the net for the equalizer. Soon after the centre kick the half time whistle came with the score sheet reading one all.

At the resumption, the Soldiers went all out to assume the lead, but they met with a very stubborn defence, and by as they would, they could not get through. The nearest they came to a goal was when Swanborough headed in a pass from Amor and the ball struck the upright and rebounded into play. In the excitement to put the finishing touch, several forwards rushed in, and the chance was spoiled by the whistle sounding for off-side. When the Sailors attacked, they went down the field in fine style. When near goal, Powell gave Fles a good chance to put the side one up, but the latter shot wide from very close range. Powell got the ball from the goal kick and returned it to the danger zone. Smith delayed in clearing the ball, and rushing in, Fles smouldered Smith's kick. The ball rebounded from Fles into an empty goal. This score was greeted with much cheering by the Naval contingent present. With only six more minutes to go, the Soldiers tried all they knew for the equalizer, but the slippery nature of the ground handicapped them and they could not go far. The Sailors who were more at home under these conditions, had a better control of the ball, and did most of the attacking. Soon before the final whistle Powell gave Fles a glorious chance of increasing the side's score, but with only the goalie to beat, Fles missed. With barely a minute more to go, the Wilts attacked, and Warren spoiled whatever chance they had of redeeming the game by shooting over the cross bar. The final whistle came just as the Sailors had worked the ball into enemy territory, and were getting dangerous.

The Sailors won a deserved victory by the odd goal in three. Mr. Williams was the referee.

SATURDAY'S FOOTBALL.

2ND DIVISION FIXTURES.

Below are the Second Division fixtures of the Hongkong League for Saturday, March 12:—
2 p.m. Indians v. United, Navy "A" ground.
3 p.m. Club Res. v. "Carlisle" Club ground.
3 p.m. Staffs v. Punjab, Navy "B" ground.
4.30 p.m. R. G. A. v. Kowloon, Sookmopoo ground.

MATCHES POSTPONED.

The Officers are out of port at present and their fixture for Saturday with the Staffs has been postponed. Owing to St. Joseph's playing in the Shield Competition, their second division match with the South China, scheduled to be played to-morrow, has been postponed.

KOWLOON F.C. TEAMS.

The following teams have been selected to represent the Kowloon

Football Club in their League engagements on Saturday, March 12:—

1st Div XI v. Hongkong Club on the Club ground, Kick-off 3 p.m.: W. E. Crocker; F. Wheeler; T. L. Knight; J. Coupland; A. Weyman; A. Mair; W. Taylor; R. E. Townsend; B. Pisco; F. Evelyn; and J. Combs, Reserve: C. E. Millard.

2nd Div XI v. R.G.A. Res. at Sookmopoo Valley, Kick-off 4.30 p.m.: W. Muskett; A. Spary; S. Adams; R. Roberts; S. H. Hewer; H. Frewin; E. Donovan; C. Stewart; K. A. Mason; A. Estorff; and H. Blythe.

HONGKONG v. KOWLOON.

The following will represent the Hongkong Football Club against the Kowloon Football Club in the League on the Club ground to-morrow (Kick-off, 3 p.m. sharp):—G. Rodger; W. Gerrard and L. Lawrence; M. L. Ralston; J. Rodger and J. W. R. McPhail; L. B. Hamilton; A. N. Other; M. Sanberg; S. Egg and L. Goldenberg.

UNITED v. INDIANS.

The following will represent the United in the above match on Saturday, on the Navy "A" ground. Kick-off at 3 p.m.—J. Beach; A. E. Simmons; D. Urquhart; J. Leonard; D. Laming; J. Baker; T. Kent; P. Brown; G. T. May; C. H. Blake and G. Chubb.

CLUB v. "CARLISLE."

The following will represent the Club Second XI against the "Carlisle" on Saturday—Groot, Mackenzie; Stutz; Matthews; Pilger; Annive; Angus; Hast; Sherry; Ralston and Ralston.

Players are requested to be at the Pavilion before 2.45 p.m.

TENNIS.

OPEN TOURNAMENTS.

In the Open events of the Tournament at the Cricket Club yesterday, rain interfered with the comfort of both players and spectators. Two open doubles were finished, one below a replay of a previous match from the point then reached.

G. MCKIN AND E. G. GRIMBLE v. WONG

PO KEUNG AND V. VYANOVITCH.

This match resulted in a win in three straight sets for Wong and his partner. The rain which fell steadily increasing persistence throughout the match made the players chary of too dashing play, and the very weight of the balls made the tennis as steady as the rain. Wong did not exert himself and Vyvanovich played his usual game tempered with a spice of extra care. Grimble seemed to feel the conditions very much, and though he was putting in some good drives he found the net too often. His partner gave him but little support.

Score to Wong and Vyvanovich:—

6-1, 6-3, 6-2.

J. R. WOOD AND G. R. SAYER v. G. M.

DODWELL AND J. M. W. MEARS.

Replaying from two sets all this match in a considerable downpour resulted in the victory of Wood and Sayer in the final set. Wood's chops were more than usually effective on so heavy a ground, and Dodwell did not seem at all at home under such amphibious conditions. No play of a note-worthy nature was to be seen, Sayer proving steady and Mears erratic. Score: 12-14, 6-1, 6-0, 6-4.

The rain makes any play today extremely problematical, and the time allowed for the first two rounds will have to be somewhat extended if there is not to be an orgie of scratching by the committee.

"A PLAYER."

BILLIARDS.

HO KOM-TONG CUPS.

Playing in this handicap at the Palace Hotel last night, Mr. W. G. Gerrard (-150) beat Mr. G. Thomas (-100), 250-151.

Best breaks—Mr. Gerrard, 34, 27, 25, 17, 16, 15, 15; Mr. Thomas, 17, 16.

Mr. A. J. Osmond (-300) beat Mr. J. Taylor (-150), 250-232.

Best breaks—Mr. Osmond, 52, finished, 46, 36, 35, 31, 30, 25, 15, 15, 15; Mr. Taylor, 23, 20, 18, 17, 17, 16, 15, 15.

TO-NIGHT'S GAMES.

6 p.m.—Mr. Ho Shai-chung (-150) v. Mr. J. Muckertje (-50).

9 p.m.—Mr. E. Guimaraes (-200) v. Mr. W. E. Wilson (-50).

LADIES' GOLF.

THE "HEALING" CUP.

Lady golfers are reminded that the cup presented by Miss Healing is to be competed for under Bogey conditions over the Old Course at Fanning on Tuesday, the 22nd inst., and entries with the names of opponents should be sent in as soon as possible.

THE CAPTAIN'S CUP.

A qualifying round for the Captain's Cup will be played under medal conditions on the last Tuesday of every month; the winners of each of the 12 monthly rounds to compete in match play for the cup at the end of the year. The next qualifying round has been fixed for March 26; to take place on the Old Course at Fanning.

BIG RICE CLAIM.

ALLEGED BREACH OF CONTRACT.

EXPERT EVIDENCE CALLED.

The hearing of the suit in which the Sing Cheong rice firm sought to recover from Messrs J. Osawa and Co., the sum of \$11,000, alleged to have been the amount of loss sustained by the complainants through the action of the defendants in committing a breach of a contract to purchase 2,000 bags of *Maikyak* rice, by refusing to take delivery, was continued in the Supreme Court this morning when expert evidence was taken as to the quality of the rice, in dispute. Given two samples of rice, the first the rice the complainants alleged the defendants had contracted to purchase, and the other the rice the defendants alleged was the original sample offered them before the contract was entered into, the expert, a rice merchant of Bonham Strand, said that both samples were those of *Maikyak* rice and came within the terms of the contract in question. Asked as to the percentage of broken rice in the samples, the witness said there was little to choose between them. The only difference he found in the samples was that one was older than the other. In the course of further examination, the witness admitted that the sample put in by the defendants was of a better quality. Mr. Jenkin (for the plaintiffs): Quite so. It must be of a better quality, or the defendants would have no ground on which to back out of the contract.

This witness also deposed that in all rice deals it was the practice to make allowance for broken rice at between 20 and 30 per cent. All rice containing that percentage was considered good rice. By Mr. Pollock (for the defendants): *Maikyak* rice does not mean "Jade Stone" rice, although the rain character in the description of the rice was the "jade" character. The hearing is proceeding.

Certain payments as compensation for loss of exchange have hitherto been made to officers and others who are stationed in countries where the rate of exchange is unfavourable to Great Britain. The Board of Inland Revenue, after consideration of the matter, have now ruled that such payments are liable to income-tax and should be included in the assessments of the recipients. Under this ruling the total assessable income will be arrived at by the conversion into sterling, at the current official rate of exchange, of the gross total number of units (e.g. dollars on the China Station, rupees on the East Indian Station, and pesetas at Gibraltar) actually issuable in respect of emoluments which are normally assessable to income-tax. This decision is to take effect from April 1, 1920, and will apply to all payments of the nature in question already made, or which may fall to be made, to both Naval and Civil personnel in respect of the period beginning on that date.

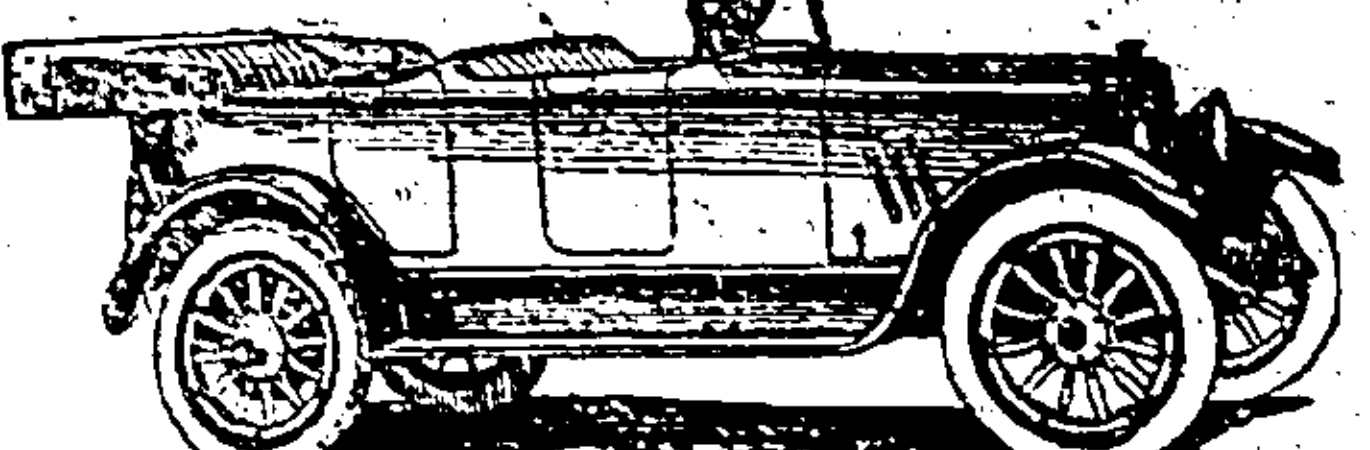
SHOOTING.

HONGKONG RIFLE LEAGUE.

At the League meeting held last night it was agreed that when 10 or more teams enter for the League Championship, badges half the size of the winners' badges be presented to the members of the second team, consisting of, as in the case of winners, 10 men, being 8 men for the team and two reserves. The League pays the expenses in the case of winners and runners-up, of only 10 badges for each team. If more than 10 men in all take part in the matches, these badges can be applied for through League channels, but must be paid for by the team applying for them. If any team desires it, they may have a silver cup in lieu of badges, of the same value. It was further decided that a preliminary meeting be held in October to decide the question of ranges and targets, and to revise the present conditions governing the method of shooting for the League Championship, the present conditions as laid down not being in line with the present day King's Prize second stage conditions. The rules and regulations will be revised at this meeting.

As both the Hon. Secretary, Mr. Northcote, and the Assistant Hon. Secretary, Mr. J. A. Lyons are going home shortly on leave, Mr. F. A. Wells kindly consented to carry out the duties of Hon. Secretary until Mr. Northcote's return, when the question of colour of targets, dates, ranges, etc., will be arranged. The question of the "Volunteer" shooting against the "Rest" (12 men to fire 40 best score to count) was also brought up, and it is hoped Mr. Ravenscroft of the "Tamar" will be able to arrange a team for this event, when a competition of the first water, when good weather conditions may be expected. There will certainly be some fine shooting.

MERCURY MOTOR CAR CO.
HONGKONG.
59-61 Des Voeux Road Central.
HONGKONG.



JAPAN'S CROWN PRINCE.

VISIT TO HONGKONG.
BANQUET THIS AFTERNOON.

With an almost entire absence of the public receptions and functions usually considered inseparable from a royal visit and the general uncertainty regarding the few arrangements that seem to have been made, public interest in the visit to Hongkong of His Imperial Highness the Crown Prince of Japan, who arrived here, on board the warship "Katori" yesterday morning, appears to have resolved itself largely into speculation mostly centered in the personality of the royal visitor himself, when rumour has it will not land in the Colony during the three days of his stay here.

In addition to the exchange of courtesies on board the warships yesterday, a banquet will be given by His Imperial Highness this afternoon on board the "Katori." The invited guests are His Excellency the Governor, the heads of the local Military and Naval forces and the chief officials of the Government, while the hosts include Prince Kan-in, Dr. Miura and Viscount Chinda.

The local Japanese community has not been slow to show its loyalty within the limits set by the restricted nature of the visit. Yesterday few Japanese business or residential places had not their national flags in gay display, to be replaced at night with effective illuminations. Yesterday 200 sailors from the ships were entertained by the Government at tea at St. Andrew's Hall, City Hall, and a similar number to-day. The officers are being taken around the island by motor car to-day.

His Imperial Highness who was born on April 29, 1901 and proclaimed Crown Prince on September 9, 1912, is accompanied by H.I.H. Prince Kan-in and suite, which includes Count Chinda, formerly the Japanese Ambassador to Great Britain and at present a Privy Councillor, Major-General Nara, the Chief Military Aide-de-Camp to the Crown Prince, Dr. Miura, a Court Physician, Viscount Irie, the Chief Chamberlain to his Highness, Viscount M. Tsuchiya, Mr. H. Saionji, Mr. M. Yamamoto, Mr. Y. Toda, Count K. Kawai, Mr. T. Takata, Mr. S. Sawada, Mr. K. Oyabigami, Mr. T. Hamada, and Count Y. Futaba.

The "Kashima" is a battleship of 16,400 tons, length 425 ft., nominal speed 16 knots. She was launched in 1905 and is armed with four 12 inch and four 10 inch guns.

The "Katori" is slightly smaller, 15,950 tons, length 420 feet. She also was launched in 1905 and her speed and armament are the same.

A TOKYO INCIDENT.
Tokyo, Feb. 25.—An attempt was made to make a direct and personal appeal to the Crown Prince when His Highness returned to Tokyo Station last evening from Kyoto. The man who attempted the appeal was arrested and identified as a greengrocer named Kaneko Otogoro.

As the Crown Prince's motor approached where Kaneko was standing, the latter thrust out a bamboo pole on the tip of which was fastened a letter and started to crowd his way to the passing motor. Before the man could get sufficiently near the Imperial vehicle, however, he was caught by a police officer, Mr. Oda, of the Hibiya Police Station.

The application, according to the police report, was for the enfranchisement of military men and police officers, but it is rumoured by some who profess to know, that the letter was a petition to the Prince to postpone his trip abroad.

The man is treated by the authorities as insane.—Kokusai.

1,000 YEAR OLD TRADITION BROKEN.
Never before, a Japanese news agency tells us, has a Crown Prince of Japan made such a tour abroad as that of Prince Hirohito, if we except the visit paid by Prince Takahiko a thousand years ago to Cochinchina. The ardours of that journey, short as it was, were certainly greater than any Prince Hirohito should have to endure on board the battleship "Katori." But in no other respect is any comparison possible. A thousand years ago emperors and princes lived in a world to themselves and their doings took little account of the interests of ordinary men. To-day we have lessened the gulf between monarchs and people. The semi-divine attributes of kingship, not at all peculiar to Japan, have been shown away and its practical importance has grown immeasurably thereby, as has lately been shown in the world voy-

CHEMICALS.

Sir S. W. ROYSE & Co., Ltd., Manchester, report on Jan. 26, 1921:—

Chemicals.—During January trade has continued quiet although there has recently been a better feeling and more enquiry. The amount of actual business done has however been small and mostly for early delivery. Sulphate of Copper has been receiving little attention for either home or export but the price has remained steady. There has been only a moderate call for Green Copperas and although the stoppage of tinplate works in South Wales has curbed production, stocks are ample to meet requirements. Acetates of Lime have been pressed for sale with little success. Acetic Acid is steadier but lower prices have been accepted for Acetates of Lead and Soda. Nitrate of Lead has been only in limited enquiry. Carbonate of Potash has been in poor demand and the price has eased. Sulphate of Potash is also lower and there is practically no demand for Montreal Potashes. Caustic Potash also is quiet. Yellow Prussiate of Potash has ruled steady but trade has been confined to small lots. Prussiate of Soda is cheaper, and although latterly there has been a better enquiry from abroad, the amount of trade done is only small. Stocks of White Powdered Arsenic have accumulated somewhat and concessions in price are offered but the response is poor. Tartaric Acid has been moving better and the forward position is decidedly firmer, good business having been done for delivery well ahead. There has been a further fall in the price of Cream of Tartar, although stocks have been reduced. Citric Acid is stronger, the raw material being firmly held, and a premium is being paid for forward delivery. Bichromates are in poor request and stocks of foreign make are still pressed for sale. Business in Oxalic Acid has been only in small lots. The price of Borax was reduced early in the month by £3 per ton, but Boracic Acid remains unchanged; makers of these products continue to be well supplied with orders. Second-hand parcels of Phosphate of Soda are freely offered at below makers' prices. Alum and Sulphate of Alumina have moved steadily. The demand for Muriate of Ammonia is slow and there has been little call for Salammuniac. Bleaching Powder and White Caustic Soda have been in only moderate demand. Tar Products generally remain quiet and values have an easier tendency. Benzole continues in moderate demand without alteration in price and Toluolene are without enquiry. There is little demand for Solvent Naphtha and values are lower. Creosote also is being offered at reduced figures. Enquiry is slow for Cresylic and Crystal Carbolic Acids. The demand has fallen away for all qualities of Naphthalene and prices are consequently lower. Little business is passing in Pitch and prices are falling. Consumers' works are well stocked and in some cases full up and deliveries suspended. Sulphate of Ammonia shows practically no change though export prices are easier.

Sundries.—Recent arrivals of American Pearl Starch have eased the position and a fair amount of business has been done, but for near delivery only. Farina continues to be pressed for sale at lower prices especially for forward delivery but the response is only moderate. The demand for Dextrine has fallen away somewhat and lower prices have been accepted. There is keen competition for business in Barytes and prices are in buyers' favour. Turpentine is slow of sale and price is lower. Imported Olive Oil Soap is in poor demand.

Princess of Wales.—Something of the same results may be hoped for from Prince Hirohito's tour, says the N.C.D. News. No one expects impossibilities. The Crown Prince of Japan is not going to London to study social ethics in the school of a Messingham or a Sidney Webb nor to listen to the gospel of the proletariat expounded by a Lansbury. But through all the barriers of bouquets and red carpets with which the progress of royalty is hedged about, it is impossible that he should not absorb certain thoughts and ideas which may have important bearings on the present juncture of social and political life in Japan. His Imperial Highness will have a warm welcome in England. It is the earnest wish of the British people that his visit may be of happy augury for himself and his future subjects.

THE BOY EMPEROR.

PRIVILEGES EXCEEDED.

PEKING PAPERS' WARNING.

On February 20th, the Manchou Boy Emperor—Hsiao-Tung celebrated his birthday. There were more than two hundred persons still loyal to the deposed boy monarch who paid personal visits to him. One of the notable events of the occasion was the excessive violation of his liberty according to the articles of his privileged Treatment. He has sat on his throne to grant audience to, and receive congratulations from his loyal followers. According to the articles of privileged Treatment he was only allowed to retain his nominal dynastic name, but this year he has exceeded his privileges by secretly using his dynastic calendar, issuing decrees and edicts, and bestowing numerous titles upon the dead, as if he were still the real emperor. If he were wise and expects to preserve his privileges as well as his life and his family has should not exceed his liberty, but if he does not look out, his exceed may lead to destruction.—Peking Leader.

BATTLESHIP SALVED.

ITALIAN EXPLOIT.

MILE-LONG TRENCH DUG IN HARBOUR BED.

All the high officers of the Italian Navy and the Foreign Naval Attaches were present at Taranto for the final stage of recovery of the 22,000-ton battleship "Leonardo da Vinci," which was treacherously blown up in August 1916. While sinking she turned turtle, embedding her funnels, turrets, masts, and bridge in the muddy bottom of Taranto harbour.

Divers excavated a space round the ship, holes in her hull were cemented, and a mile-long trench was dug, along which she was drawn to the dock. She was then towed out to open water, where, by flooding some of her compartments, she was enabled to right herself by natural means. Long delayed by the war, this salvage exploit is a triumph for Italian naval engineering skill.

70-DAY'S ADVERTISEMENTS.

FOR SALE.

FOR SALE.—A NEW DRESS SUIT, thoroughly seasoned, or will exchange for an ordinary Bathing Suit. Apply Box 1270 c/o "China Mail."

PUBLIC AUCTIONS.

THE Underigned have received instructions to sell by Public Auction, (FOR ACCOUNT OF THE CONCERNED),

TUESDAY,
March 15, 1921, commencing at 2.30 p.m. at their Sales Rooms, No. 8, Des Voeux Road, Corner of Lee House Street,
AN ASSORTMENT OF
Household Linens, &c., &c., &c.,
Comprising:—
Pillow Cases, Fine quality Blankets, White Satin Quilts, Bed Valances, Damask Table Cloths, Turkish Towels, Bath Towels, Bath Sheets, Double Bed Sheets, Drawwork Bedspreads, Table Covers, Crochet and Drawwork Doilies, Linen Damask Serviettes,
A few lots of Bellow Valises and Suit Cases.
And
Three Pairs Binoculars, &c.
Terms:—Cash.
HUGHES & HOUGH,
Auctioneers.
Hongkong, March 11, 1921.

(FOR ACCOUNT OF THE CONCERNED),
on
TUESDAY,
March 15, 1921, commencing at 2.30 p.m., at their Sales Rooms, No. 8, Des Voeux Road, Corner of Lee House Street,
FRANKWOOD AND BLACKWOOD FURNITURE, BRASS AND LEAKWOOD TWIN BEDSTEADS, CARPETS, &c., &c., &c.,
comprising:—
Mirror back Sideboard, Dining Table, Chairs, &c., (Lamp, Crawford make), Cassinoid Sofa, Arm-chairs, (new), Card and Occasional Tables, (new), Upholstered Suite, Bedroom Furniture comprising Teakwood Twin Bedsteads, large and small, Wardrobes, Dressing Tables, and Chairs, Washstands, &c., (Jumet Teakwood), sideboards, Mirror, Paganini, Extension Dining Table, and Chairs, &c., Dinner service, Crockery, and Glass Ware, Looking Glasses, Jetties, &c., (new), One Arm Stand, (new), (new), (new), Electric Heating Lamp, Teakwood Bedstead, Sundry Blackwood Furniture, side Tables, Chairs, Cabinets, Pictures, &c., &c., &c.,
Also
One Auto Piano with about 50 rolls in good condition.
(Full Particulars from Catalogue).
Terms:—Cash.
HUGHES & HOUGH,
Auctioneers.
Hongkong, March 11, 1921.

TO-DAY'S NEW ADVERTISEMENTS.

LADIES' GOLF.

PLAYERS are reminded that MISS HEALING'S cup is to be played for under Bogey conditions over old course, FANLING, on TUESDAY, March 22nd. They are also reminded that a qualifying round for the Captain's cup will be played for under Medal conditions on the last Tuesday of every month, and that the winners of each of the 12 monthly qualifying rounds will compete in match play for the cup at the end of the year. Next qualifying round to be played on March 29th, old course, Fanling. March 11, 1921.

HONGKONG VOLUNTEER DEFENCE CORPS.

Orders by Lieut. Colonel E. G. BIRD, D.S.O.
ADMINISTRATIVE COMMANDANT.

1. Parades.
INFANTRY BATTALION PARADES will not be held on Monday, 14th instant. Other Parades during week ending 19th March, will be held in accordance with Programme of Work.

2. The Corps will parade on Monday, 21st March, at 5.30 p.m. at Headquarters. Attendance. Strong as possible.

Dress: Drill Order with Helmets.
3. Musketry.
The Engineer Company will fire Part II, on Sunday, 20th March, at King's Park Range, at 10 a.m.

Officer for duty: 2nd Lieut. R. M. Smith.

4. Engineer Company D.E.L.
There will be Defence Electric Light Runs for trained men and recruits at Belchers at 5.30 p.m. on Thursdays, 17th and 31st March.

5. Mounted Infantry Section.
Parade at Polo Ground, Causeway Bay on Friday, 18th instant, at 5.30 p.m.

Dress: Drill Order.

6. Cadet Company.
Parade at Headquarters on Monday, 14th instant, at 5.30 p.m.

Dress: Drill Order with Helmets.

G. F. E. RAPSON, Bt-Major, Adjutant, H. K. V. D. Corps.

NOTICES.

1. Members are reminded that the Annual Smoking Concert and Distribution of Shooting Prize takes place at Headquarters on Monday, 14th March, commencing at 8.15 p.m. (instead of Friday, 11th March as previously arranged). Dress for Prize winners Uniform, remainder Optional. Tickets for Concert can be obtained from Headquarters.

Admission by Ticket only.

2. Permission has been granted for the formation of a "Pipe Band" in connection with Scottish Company. 2nd Lieut. T. W. Hill, M.C. is appointed Band President.

Hongkong, March 11, 1921.

TOKYO KISSEI KAISHA.

NOTICE TO CARGO OWNERS.

THE Steamship "SIBERIA MARU."
From SAN FRANCISCO, via HONOLULU, JAPAN PORTS & DAIREN.

The above named Steamer having arrived on Friday, the 11th March, 1921, consignees of cargo are hereby notified to present their Bills of Lading for countersignature, and take immediate delivery from alongside steamer or the Company's Godown, where all cargo impeding immediate discharge will be landed at consignees' risk.

Storage will be assessed on cargo remaining undelivered after Friday, the 18th March, 1921.

All broken, chafed and damaged packages will be landed into the Company's Godown, where same will be examined on Monday, the 21st March, 1921, at 11 a.m.

No claims will be recognised after goods have left the steamer or Godown, and none will be entertained if presented later than three weeks after arrival of steamer.

No Fire Insurance whatever will be effected.

Y. TSUTSUMI, Manager.

Hongkong, March 11, 1921.

PUBLIC AUCTION.

THE Underigned have received instructions to sell by Public Auction, (FOR ACCOUNT OF THE CONCERNED),

on
FRIDAY,
March 18, 1921, commencing at 2.30 p.m., at their Sales Rooms, No. 8, Des Voeux Road, Corner of Lee House Street,
Chinese Porcelains, (Caricis, Lacquered Ware, &c., &c., &c.,

Including a variety of 5-coloured and 3-coloured Vases, Wall Plates, Table Screens, Blue and White Vases and Incense Burners, Old Bronze and Brass Figures and Vases, Kakeemonos, Lacquered Cabinets, Ivory, Agate and Crystal Ornaments.

The above stock recently arrived from the North and includes pieces from the Ming, K'anghi, Kienlung and T'ungching Periods.

The bulk of which will be sold without reserve.

(Full Particulars from Catalogue). Terms:—Cash.

HUGHES & HOUGH, Auctioneers.

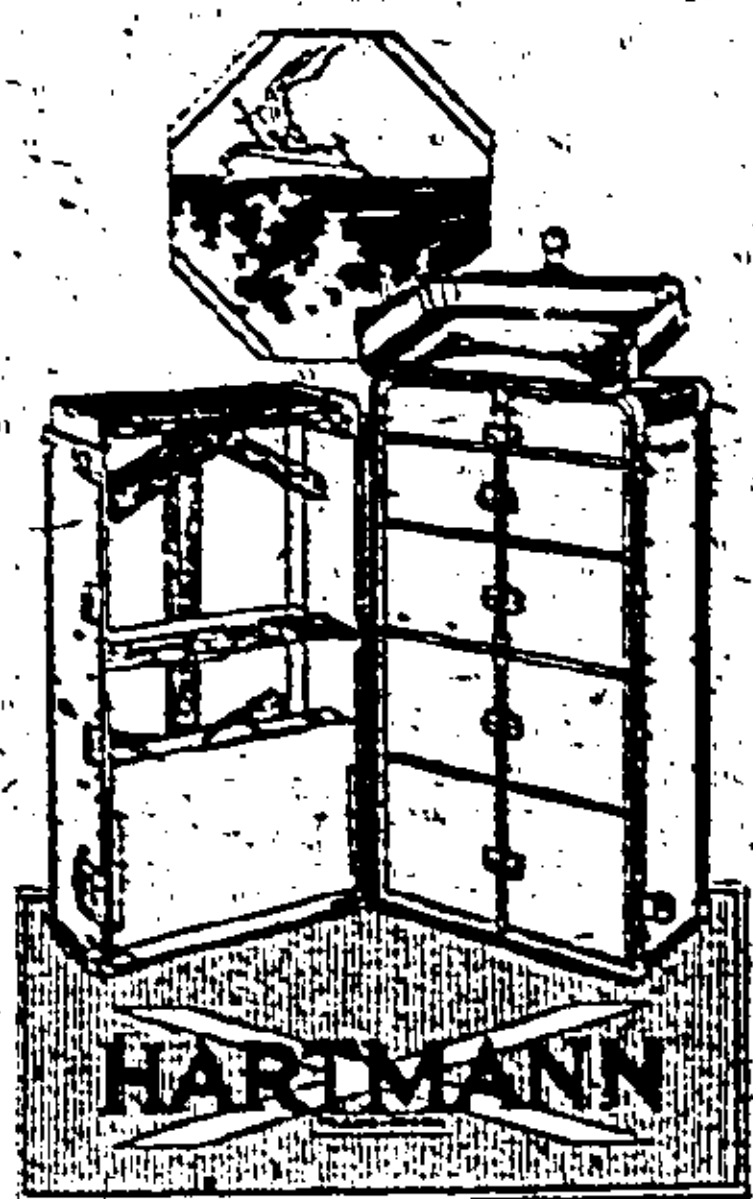
Hongkong, March 11, 1921.

TO SECRETARIES OF CLUBS AND OTHER INSTITUTIONS.

ALL preliminary notices of forthcoming meetings, lectures and entertainments, sent for insertion in the news columns of the China Mail, are charged for at the rate of \$1 each, (as announced in May and June of last year) providing that they do not occupy more than four lines. In future if this space is exceeded they will be placed in the advertising columns at the prevailing rates.

NOTICES.

HARTMANN WARDROBE TRUNKS.



There's no Trunk like a Wardrobe and no Wardrobe like a Hartmann.

WE OFFER A CONVINCING DEMONSTRATION WITHOUT OBLIGATION.

Sole Agents:—
LANE, CRAWFORD & CO.

"BABY" GRAND PIANOS

JUST UNPACKED

FROM

"BROADWOOD" LONDON.

&

"CHICKERING" BOSTON.

The finest in the World.

THE ANDERSON MUSIC CO., LTD.

16, DES VOEUX ROAD. TEL. 1221.

STEAMING COAL.

Contracts Solicited for Bunkering Ships at Hongkong, Shanghai, Keelung (Formosa) And All Leading Japan Ports.

K. KIMURA & CO.

2, Connaught Road Central.

Cable Add. "Propaganda" Tel. No. 2580.

HOUSEHOLD COAL

On and after November 1st, 1920, until further notice we are prepared to accept orders for HOUSEHOLD COAL re-screened in Hongkong at the following prices:—
Delivered to Peak District (above Bowen Road)...\$22.00 per ton.
" Bowen Road and Lower Levels and Kowloon...\$21.00 per ton.

TERMS:—CASH WITH ORDER.

(CHEQUES PAYABLE TO "KAILAN MINING ADMINISTRATION")

KAILAN MINING ADMINISTRATION

HEAD OFFICE:—TIEN-SIN.

AGENTS:—DODD & CO., LTD. HONGKONG

TAN SAN

received the highest award

A GOLD MEDAL

from a committee of critical judges at the

Anglo-Japanese Exhibition

which testifies to its excellence and purity.

Beware of bogus imitations. No Tan San is genuine unless the label bears the name of

J. CLIFFORD WILKINSON.

Unrivalled as a drink. Mixed well with Wine, Spirit or Milk.

TAN SAN mixes the spirit and excites genuine anticipation, even as a flag of wine exhilarates the mouth of old.

For the good old time of olden days, World have raised the flag of wine away and soaked himself as gay men do. With bubbling, sparkling, cool Tan San.

Tan San can be obtained at all fine class Hotels, Bars and Clubs in the Far East.

SOLE AGENTS:—

GANDE, PRICE & CO., LTD.

1, QUEEN'S ROAD CENTRAL.

BLUE FUNNEL LINE.

O. S. S. Co., Ltd. & C. M. S. N. Co., Ltd.

THE Steamship "STENTOR"

will be despatched to SINGAPORE on SATURDAY, March 12th, at 10 a.m.

For Passages apply to:—

BUTTERFIELD & SWIRE, Agents.

Telephone No. 36.

"OVERLAND CHINA MAIL"

Contains all the News of the Week.

PRICE 25 cts. PER COPY.

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SHIPPING

HONGKONG, CANTON & MACAO STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD. AND THE CHINA NAVIGATION COMPANY, LIMITED

HONGKONG-CANTON LINE.

Sailings.—To Canton daily at 8 a.m. (Sundays excepted) and 10 p.m. From Canton daily at 8 a.m. (Sundays excepted) and 8 p.m.

SERVICE OF THE HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD. HONGKONG-MACAO LINE.

SAILINGS:—

To Macao—daily at 8 a.m. and 2 p.m. (Sundays at 9 a.m.). From Macao—daily at 8 a.m. and 2 p.m. (Sundays at 8 p.m. only).

Further information may be obtained at the Company's Office, Hotel Mansions, or from Messrs. Thos. Cook & Son, Booking Agents, Hongkong.

DODWELL & COMPANY, LTD.

STEAMSHIP SERVICES.

Regular Sailings to
NEW YORK AND/OR BOSTON.

Via Suez or Panama Canal at Owner's Option.
S.S. "EGREMONT CASTLE".....Sailing about the end of March.

LLOYD TRIESTINO

FOR BRINDISI, VENICE AND TRIESTE.
TAKING CARGO ON THROUGH BILLS OF LADING
FOR LEVANT, BLACK SEA & DANUBE PORTS.
HUME having been reopened for traffic, cargo is also accepted for this port on through B/Ls only.

FOR SHANGHAI.

S.S. "TRIESTE".....Sailing on or about 30th April.
Passengers' Luggage can be insured at the office of the Agents.

NANYO YUSEN KAISEA, Ltd.

(SOUTH SEA MAIL S. S. CO.)

Regular Services between:

JAPAN, HONGKONG & JAVA

FOR JAVA.

S.S. "SAMARANG MARU".....Sailing on or about 12th March.
S.S. "BORNEO MARU".....Sailing on or about 24th March.

FOR JAPAN.

S.S. "MACASSAR MARU".....Sailing on or about 28th March.

OCEAN TRANSPORT Co., Ltd.

(TAIYO KAIUN KAISHA.)

Steamship Services Trans-Pacific.
Also to Australia, Europe, etc.

NATAL LINE OF STEAMERS

TAKING CARGO on through Bills of Lading For South AFRICAN PORTS with transshipment at CAIRO, in conjunction with the INDO-CHINA STEAM NAVIGATION CO., LTD. AND APCAL LINES.
For Freight or Passage on any of the above Lines apply—
DODWELL & CO., LTD., Agents.

OSAKA SHOSHEN KAISEA

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

LONDON ANTWERP, ROTTERDAM & HAMBURG—Monthly direct service via Singapore and Port Said.
SHUNDO MARU.....Friday, 18th March.
BUENOS AIRES, RIO DE JANEIRO, Santos, Mauritius, Durban & Cape Town via Singapore. Passenger Service.
SEATTLE MARU.....Sunday, 13th March.
BOMBAY & COLOMBO—Regular fortnightly service via Singapore.
SIAM MARU.....Friday, 11th March.
KASATO MARU (taking Passengers).....Monday, 22nd March.
INDUS MARU.....Tuesday, 15th March.
SAIGON, BANGKOK & SINGAPORE—Regular monthly service.
SYDNEY & MELBOURNE—Monthly service, taking cargo to New Zealand and Pacific Islands.
VICTORIA, VANCOUVER, SEATTLE & TACOMA—Via Shanghai and Japan. Regular fortnightly 12-15 day service touching at intermediate ports in Japan taking cargo to OVERLAND POINTS U.S. in connection with Chicago Milwaukee and St. Paul Railway.
ALABAMA MARU.....Tuesday, 16th March.
NEW YORK—Regular monthly service via Japan ports, San Francisco, Panama and Colon Ports.

NEW ORLEANS LINE.
CELESTES MARU.....End of March.
Taking cargo to Porto, Panama Zone and Omba.
JAPAN PORTS—Shanghai, Yokohama, Kobe and Yokohama.
KRELUING via SWATOW & AMOY—These steamers have excellent accommodation for 1st and 2nd class saloon passengers and will arrive at and depart from the O.S.K. wharf near the Harbor Office.
AMAKUSA MARU.....Sunday, 13th March.
TAKAO via SWATOW and AMOY.
SOSHU MARU.....Sunday, 13th March.
For sailing dates at further particulars please apply to—
Y. YASUDA, Manager.
Tel. No. 741 and 745. No. 1, Queen's Building.

THOS. COOK & SON.

Tourist, Steamship and Forwarding Agents, Bankers, etc.

OFFICIAL PASSENGER AGENTS TO THE PHILIPPINE GOVERNMENT.

TICKETS SUPPLIED TO ALL PARTS OF THE WORLD at Tariff Rates.
LETTERS OF CREDIT and CIRCULAR NOTES ISSUED and CASHED.
BAGGAGE collected, forwarded and insured at lowest rates.
Cook's "FAR EASTERN TRAVELLER'S GAZETTE," containing Sailings and Fares from the Far East to all parts of the World, will be forwarded free on application.
Telegraphic Address "COOKSON." THOS. COOK & SON, Telephone No. 524. Hongkong Hotel Buildings, Hongkong. Also SHANGHAI, PEKING, YOKOHAMA, MANILA. Cable Offices: LUDGATE CIRCUS, LONDON, E.C.

CHINA-AUSTRIA MAIL S. S. LINE

For AUSTRALIAN PORTS via MANILA & BANGKOK.

"VICTORIA".....11th April

Special Sailing for Shanghai.

"HWAH PING".....18th March.

For Freight and Passage, apply to—

THE CHINA & AUSTRALIA S. S. CO., LTD.

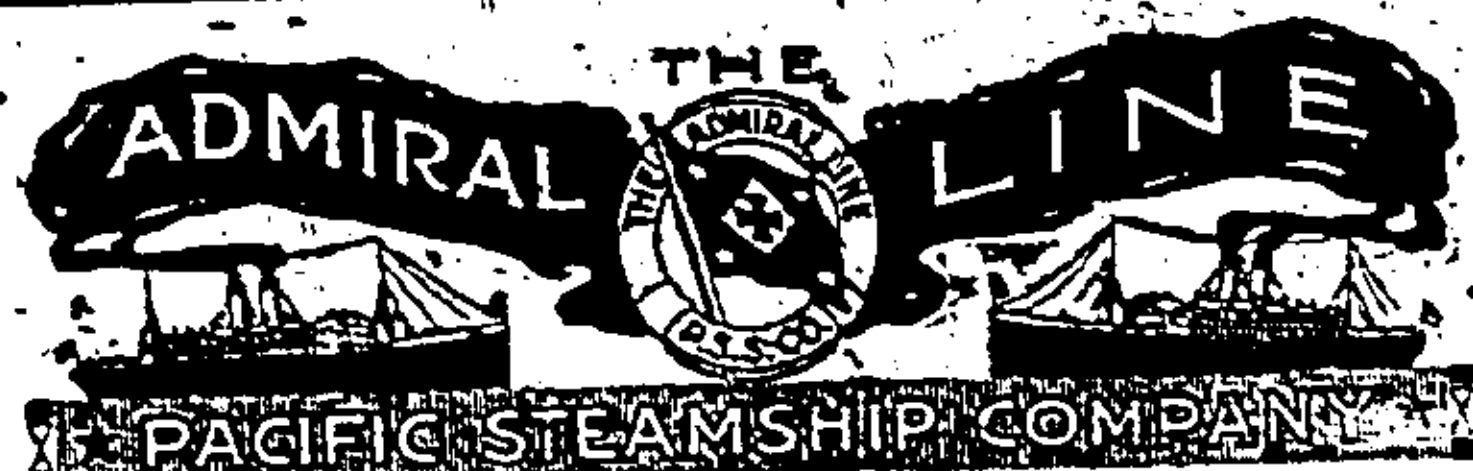
Agents. Telephone No. 2307. 113, Cantonment Road, Central.

SHIPPING

C. N. C. CHINA NAVIGATION CO., LTD.

SAILING SUBJECT TO ALTERATION.

WHAIWEI & CHEFOO.....Mar. 11 at 4 p.m.
SHANGHAI AND TSINGTAO.....Mar. 13 at 10 a.m.
TIENTSIN.....Mar. 13 at 10 a.m.
SWATOW & BANGKOK.....Mar. 16 at 3 p.m.
AMOI, SHANGHAI AND POKOW.....Mar. 17 at 10 a.m.
SHANGHAI, PEKING & HAIPHONG.....Mar. 18 at 10 a.m.
SHANGHAI AND TSINGTAO.....Mar. 19 at 10 a.m.
SHANGHAI LINE—PASSENGERS, MAIL AND CARGO. Excellent saloon accommodation, electric light and fans in saloon and State-rooms. Regular schedule service between Canton, Hongkong, Shanghai (three weekly) and Tientsin (weekly), taking cargo on through Bills of Lading to all Yangtze and Northern China Ports. Passengers are landed in Shanghai, avoiding the inconvenience of transshipment at Wusung.
FANKOK LINE—Weekly service to and from Bangkok via Swatow.
For Freight or Passage apply to—
BUTTERFIELD & SWIRE, AGENTS.
Telephone No. 38.



Operating the following U.S. Shipping Board Steamer

For VICTORIA SEATTLE.

(Calling at Shanghai and Japan Ports.)

"WENATCHEE" passenger and freight.....May 14th.

For SEATTLE, TACOMA, VICTORIA, VANCOUVER.

(Calling at Shanghai, Dairen and Japan Ports.)

"WHEATLAND MONTANA" (freight only).....About Mar. 27th.

"CROSSKEYS" (freight only).....About April 6th.

For PORTLAND direct.

(Calling at Kure and Yokohama.)

"COAXET" (freight only).....About Mar. 21st.

Through Bills of Lading issued to Overland Common Points.

FOR FREIGHT AND PARTICULARS APPLY TO:

THE ADMIRAL LINE,

Telephones 2477 & 2478. Fifth Floor, Hotel Mansions.

SERVICE TO UNITED STATES
For NEW YORK and/or BOSTON.
Via Panama

For freight space and particulars apply to—
THE BARBER STEAMSHIP LINES, INC.

THE ADMIRAL LINE,

AGENTS. 5th Floor, HOTEL MANSIONS.



THE PACIFIC STEAMSHIP CO.
REGULAR SERVICE

To & From:

SAIGON-SINGAPORE-SUMATRA
JAVA PORTS.

OPERATING THE FOLLOWING U.S.S. STEAMERS
LAKE OMAHA.....March 15th.
CADABETTA.....April 5th.
GLYMONT.....April 15th.

Through bills of lading issued to all United States, Pacific Coast and Overland Points.

For full Particulars and Rates. Apply to—

THE ADMIRAL LINE,

5th Floor HOTEL MANSIONS BUILDING.
Tel. Add.: ADMIRALINE. Telephone 2477 & 2478.

NEW YORK DIRECT.

JOINT SERVICE OF THE
"BLUE FUNNEL" LINE
(OCEAN S.S. CO., LTD. & CHINA MUTUAL S.S. CO., LTD.)

AMERICAN & MANCHURIAN LINE
(ELLERMAN & BUCKNALL S.S. CO., LTD.)

SAILINGS FROM HONGKONG
S.S. "LAURETTE".....Sailing 22nd March. Calls at Boston.
S.S. "KANDAHAR".....Sailing 5th April. Calls at Boston.
S.S. "CITY OF DUNKIRK".....Sailing 20th April. Calls at Boston.
Steamers proceed via Suez Canal or Panama Canal at Owners' option.
Subject to change without notice.

For Freight and particulars apply to
BUTTERFIELD & SWIRE or THE BANK LINE, LTD., HONGKONG.
HONGKONG & CANTON. REIDS & CO. CANTON.

SHIPPING

C. P. O. S.

SAILINGS

HONGKONG TO VANCOUVER

(via Shanghai, Nagasaki ("Mojji") Kobe & Yokohama)

STREAMERS

Empress of Japan.....Mar. 23. Apr. 13.

Empress of Asia.....Mar. 31. Apr. 15.

Empress of Russia.....Apr. 7. May 1.

Empress of Japan.....Apr. 17. May 10.

Empress of Asia.....May 28. June 13.

Empress of Russia.....June 14. July 8.

Empress of Japan.....June 23. July 11.

Empress of Asia.....July 7. July 28.

Empress of Russia.....July 21. Aug. 8.

Passengers to Europe or America are urged to determine the exact date of the Atlantic sailing season prior to departure from the Orient. Traffic conditions on the Atlantic are as regulated as on the Pacific. Atlantic steamers can be arranged to call at any port for all passengers to Europe, whether or not they are en route to Europe via the Pacific. Frequent sailings are made to Liverpool, London and Glasgow. Frequent sailings are also made to other ports in Europe.

For rates and other information please apply to—
HONGKONG OFFICE.
Telephone No. 2477. Cable Address: CAGANPAC.

CANADIAN PACIFIC OCEAN

SERVICES LTD.

CHINA MAIL S.S. Co., Ltd.

"INCORPORATED IN C.S.A."

FREIGHT AND PASSENGERS

S.S. "NANKING".....15,000 Tons. S.S. "FILE".....11,000 Tons. S.S. "CHINA".....10,000 Tons.

SAILING FROM

HONGKONG for SAN FRANCISCO

via Shanghai, Japan Ports and Honolulu

S.S. "NANKING".....Mar. 30th. S.S. "FILE".....April 21st. S.S. "CHINA".....May 12th.

SAILING FROM

HONGKONG for MANILA

S.S. "NANKING".....March 19th.

SAILING FROM

HONGKONG for SINGAPORE

S.S. "FILE".....April 3rd. S.S. "CHINA".....April 30th.

AN UNEQUALLED HIGH CLASS PASSENGER SERVICE.

C. T. SUBBIDGE, FREIGHT & PASSENGER AGENT.

PRINCE'S BUILDING, 101 HOBART STREET.

TELEPHONE, PASSENGER DEPT. TEL. FREIGHT DEPT. & AGENT.

No. 1934. No. 2181.

DOUGLAS STEAMSHIP CO., LTD.

HONGKONG & SOUTH CHINA COAST PORT SERVICE.

REGULAR SERVICE OF Fast, High Class Coast Steamers having good Accommodation for First Class Passengers. Electric Light and Fans in Saloons and Balcans. Excellent Cuisine.

SWATOW, AMOY & POOCHOW

(Calling at Amoy for Passengers only.)

AND RETURN.

(Occupying 9 to 10 Days)

DEPARTING.....CAPTAIN.....LEAVING.

HAIPHONG.....Capt. W. C. Passmore.....11UESDAY, 15th Mar., at Noon.

HAIPHONG.....Capt. W. Cooper.....13RIDAY, 18th Mar., at Noon.

Arrivals and Departures from the Company's Wharf (near Blake Pier).

For FREIGHT and PASSAGE apply to—

DOUGLAS LAFRAIK & Co.

General Managers.

Subject to change without notice.

ORIENTAL AFRICAN LINE.

INDIAN AFRICAN LINE.

Cargo carried on through Bills of Lading from HONGKONG to BELLA, DELAGOA BAY, DURBAN (Natal), EAST LONDON, PORT ELIZABETH and CAPE TOWN direct or with transshipment at CALCUTTA and/or COLOMBO.

For particulars apply to—

THE BANK LINE, LTD.

MANAGING AGENTS.

"ELLERMAN" LINE.

(Ellerman & Bucknall Steamship Co., Ltd.)

JAPAN, CHINA AND STRAITS

TO

UNITED KINGDOM & CONTINENT

FOR PARTICULARS OF SAILINGS SHIPPERS ARE

REQUESTED TO APPROACH THE UNDERSIGNED,

FOR

SHIPPERS

SAIJA

LONDON, AMSTERDAM, ROTTERDAM AND HAMBURG....."VIGO".....4th April.

Subject to change without notice.

Or to BELLES & Co. Canton.

General Agents.

THE KWONG HIP LUNG CO., LTD.

ENGINEERS and SHIPBUILDERS, BOILER-MAKERS, BRASS and IRON

FOUNDERS. All work done to high standard and guaranteed. We have

over thirty years' experience. We own two shipyards and can accommodate any craft

of 500 tons long.

Town Office: 64, CONNAUGHT ROAD, CENTRAL, HONGKONG. Telephone No. 454.

Elgin Road, Sham-Sai-Po, Kowloon, HONGKONG. Telephone No. 7.

Estimates furnished on application.

Hongkong, April 1, 1921.

NOTICE TO SHIPPERS AND PASSENGERS.

VESSELS DUE.

FROM SHANGHAI.

Mar. 15.—B. L. Samsun.
21.—B. F. Tamsun.
24.—C. F. L. Tamsun.
25.—B. F. Tamsun.
Apr. 5.—B. F. Tamsun.
11.—B. F. Tamsun.
15.—B. F. Tamsun.
18.—B. F. Tamsun.
May 3.—B. F. Tamsun.
June 9.—B. F. Tamsun.
July 4.—B. F. Tamsun.
6.—B. F. Tamsun.

FROM JAPAN.

Mar. 15.—B. L. Arratoon Apoor.
18.—B. F. Tamsun.
19.—N. Y. K. Tamsun.
20.—B. F. Tamsun.
21.—B. F. Tamsun.
22.—B. F. Tamsun.
23.—B. F. Tamsun.
24.—B. F. Tamsun.
25.—B. F. Tamsun.
26.—B. F. Tamsun.
27.—B. F. Tamsun.
28.—B. F. Tamsun.
29.—B. F. Tamsun.
30.—B. F. Tamsun.

FROM MANILA.

Apr. 1.—B. F. Tamsun.
2.—B. F. Tamsun.
May 21.—B. F. Tamsun.
June 11.—B. F. Tamsun.
20.—B. F. Tamsun.

FROM SINGAPORE.

Mar. 12.—A. L. Wheatland Montana.

FROM JAVI.

Mar. 18.—J. C. J. Tamsun.
25.—J. C. J. Tamsun.

FROM SAIGON.

Mar. 15.—A. L. Saigon.
25.—A. L. Saigon.
Apr. 5.—A. L. Saigon.

FROM BOMBAY.

Mar. 23.—P. & O. Dunsen.
Apr. 20.—P. & O. Dunsen.

FROM CALCUTTA.

Mar. 14.—N. Y. K. Heijin Maru.

FROM MELBOURNE AND SYDNEY.

Mar. 14.—N. Y. K. Nikko Maru.
17.—E. & A. Eastern.

FROM VANCOUVER.

Mar. 13.—C. P. O. S. Montezuma.
17.—C. P. O. S. Empress of Japan.

FROM SEATTLE.

Mar. 12.—B. F. Tamsun.
Apr. 5.—A. L. Tamsun.
15.—B. F. Tamsun.
May 7.—B. F. Tamsun.
25.—B. F. Tamsun.
June 17.—B. F. Tamsun.
July 14.—B. F. Tamsun.
Aug. 5.—B. F. Tamsun.

FROM SAN FRANCISCO.

Mar. 23.—T. R. K. Tamsun.

FROM PORTLAND.

Apr. 5.—A. L. Tamsun.

FROM LOS ANGELES.

Apr. 1.—L. A. P. N. West Hika.

FROM NEW YORK.

May 16.—D. & Co. Egremont Castle.
29.—B. L. Tamsun.

FROM LONDON.

Mar. 13.—P. & O. Khyber.
15.—N. Y. K. Carnarvonshire.
17.—N. Y. K. India Maru.
20.—N. Y. K. Carnarvonshire.
23.—P. & O. Sudan.
26.—N. Y. K. Kamo Maru.
Apr. 11.—P. & O. Nagaya.
13.—G. L. Gleniffer.
15.—P. & O. Gleniffer.
18.—G. L. Gleniffer.
May 8.—P. & O. Gleniffer.
24.—P. & O. Delta.
June 24.—P. & O. Nyasa.

FROM LIVERPOOL.

Mar. 13.—B. F. Idomenos.
21.—B. F. Elipnor.
24.—B. F. Antiochos.
27.—B. F. Antiochos.
Apr. 12.—B. F. Antiochos.
17.—B. F. Antiochos.
20.—B. F. Antiochos.
23.—B. F. Antiochos.
May 4.—B. F. Antiochos.
8.—B. F. Antiochos.

The C.P.O.S. R.M.S. "Montezuma" arrived at Shanghai on March 9 (p.m.), left there on March 10 (p.m.) and is due at Hongkong on March 13 (noon).

The s.s. "Tyndarus" (Blue Funnel Line) from Pacific Ports, left Kobe on March 5 for Hongkong and is due here on March 12.

The s.s. "Idomenos" (Blue Funnel Line) left Singapore on March 8 for Hongkong and is due here on

HONGKONG HOTEL GARAGE.

Telephone No. 482.

SOLE AGENTS

HONGKONG and SOUTH CHINA

FOR

THE STUDEBAKER CAR.

"SHELL" MOTOR SPIRIT & "GARGOYLE" MOBILES.

can be obtained at all hours at the Town Garage
and Repulse Bay Garage.

We hold stocks of the following Cord Tyres:

"PENNSYLVANIA VACUUM CUP" "FISKE"
"KELLY SPRINGFIELD" "LEE."MERCHANT SERVICE
GUILD.

THE "FAUSANG" CASE.

MASTER'S CERTIFICATE RETURNED.

With regard to the successful appeal made by the Guild to the Board of Trade on behalf of their member, Captain F. J. Gill, of the s.s. "Fausang," says the *Dolphin*, the following is from a letter received from another member of the Guild—

"I am exceptionally pleased to hear of your success in getting Capt. Gill's certificate returned to him, because I was the proposer of the appeal to the Governor of Hongkong at the July meeting of the Guild in Shanghai. I think this case is one which ought to be brought to the notice of every master and officer on the China Coast, also in the Straits Settlement. It is to their interests to join the home Guild as well as the local Guild. Most officers out in the East who are not members of the home Guild argue that they don't see the sense of belonging to two Guilds, but the present case proves they are entirely wrong. Our Guilds out in the Far East are very essential and have done a great deal of good, and under the Secretaryship of Captain D'Oliveira we have been very successful. But Captain Gill's case will convince many non-members of the home Guild how beneficial it is to them to join. I shall take great pleasure in writing to Captain Gill and congratulate him on the victory he has gained through being a member of the home Guild. He is a man with a wife and four children out in Hongkong, and I hope he will soon be in command again."

The same paper says: "It was left to the Imperial Merchant Service Guild to bring the matter to the attention of the Board of Trade. This was done during the autumn in a letter which set forth very strongly the various points which could be urged in favour of the captain, and particularly drawing attention to a Notice to Mariners, issued by the Chinese Maritime Customs, by whom this district was surveyed, and the beacon erected, in which it is stated that 'vessels should not approach the beacon closer than 23 cables owing to the existence of several bulging rocky patches.' It was pointed out that the captain assumed that he was passing at this distance, and, therefore, would be clear of danger. It was also pointed out that the found-aster-stranding that the beacon was not correctly marked, being in fact some twenty feet inside the edge of the reef. These and other arguments, too lengthy to recapitulate here, were strongly urged, with the happy result above recorded, that the master's certificate has been returned. The moral scarcely requires to be pointed out, namely, that Mercantile Marine masters and officers whose interests are protected by membership of a powerful society, which is not limited by consideration of expense, need not despair at the finding of a Court of Enquiry if their case is a good one."

THEATRE ROYAL.

H. B. WARRING COMPANY.

COMING VISIT TO HONGKONG.

The H. B. Warring Company are now in the last week of their Indian tour, after which they play a fortnight in Rangoon, three weeks in the F.M.S. and then come direct to Hongkong and Shanghai. During their visit to these shores a different play will be staged each night as they have a very extensive repertoire which permits of this being done. Mr. H. B. Warring, who has been absent in England for some considerable time, securing for Eastern Tours Limited the Royal Opera Company, has now rejoined the Company, together with another promising young artist who has been doing remarkably well in London of late. The Company has always been a particularly strong one, and with these additions it is now an unusually powerful organization. The Company will be in Hongkong during April and Shanghai in May.

ROYAL OPERA COMPANY.

DELIGHTFUL COMIC OPERAS.

A glance at the repertoire of the Company reveals that it consists mainly of the French Comic Operas which were so popular all over the world forty or fifty years ago. To those who have heard them the news that operas are to be revived will be very welcome; while to those to whom they will come as new we can safely promise a great treat. For these works are simple, tuneful, bright, amusing, and frequently contain music of real worth. All over the world, as previously pointed out, these works have been immensely popular, and we shall be surprised if Hongkong audiences do not take to them. They will form a delightful and entertaining preliminary to the more serious season of grand opera which it is hoped will come along later. The principal operas to be given are the following:—"Les Cloches de Corneville," by R. Planquette; "Dorothy," by Alfred Cellier; "La Mascotte," by Audran; "Erminie" by Jackowski; "La Cigale" by Audran and Ivan Caryll; "Paul Jones" by Planquette; "La Fille du Tambour Major," by Offenbach; "The Blase Rue," by Mayer Lutz; "La Fille de Madame Angot," by Lecocq; "Marianne," by Wallace and "The Bohemian Girl," by Balfe.

PASSENGERS.

DEPARTURES.

Per s.s. "Dilwara" to-day—J. Col. Finlay, Lieut. Vernon, Capt. and Mrs. Parry, Miss Purvis, Mrs. Bolyon, Miss Hoslyn, Miss M. Hoslyn, Mr. and Mrs. Bink, Mrs. A. M. Nemaze, Miss S. Nemaze, Miss B. Nemaze, Miss Scott, Mrs. Hynde, Mrs. Swan, Sgt. Hynde, Mr. Osborne, Mrs. L. X. Noronha, Masters J. Noronha, Mr. Noronha, Cpl. F. G. Davidson, Pte. C. M. Bateman, Pte. A. Davis, Pte. E. Stanley, Pte. C. Kennedy, Pte. U. Queen and Pte. J. Fabbings.

THE A.B.C. CLUB.

THE DANCING SCANDAL.

TERRIFIED SPLIT OF TIENTSIN ORGANIZATION.

Chinese social circles in Tientsin are in a state of great excitement over recent events at the British, American and Chinese Commercial Club which threaten to create a split in the Chinese membership of that organization.

The British, American and Chinese Commercial Club, better known as the A.B.C. Club, was organized shortly after the European War with a view to arousing a "greater 'get together' spirit" among the merchants, bankers, teachers and officials of the three nationalities. As in Shanghai, the premises of the former German Club in Tientsin were acquired from the Chinese Government for the use of the new A.B.C. Club; and these comfortable quarters, plus a large membership from each of the three nationalities, seemed to assure the Club's success. Unfortunately for the promoters of the plan, the Chinese did not "get together" with the British and Americans as well as had been expected, the lure of the theatre, the tea-house and the home being greater than that of the Club. Thus the committee of the Club was obliged to resort to heroic measures in order to increase the institution's popularity; and one of these measures was the holding of a weekly afternoon tea dance.

The tea dances were a success from the start, the wives, mothers and sisters of the Chinese members attending them in large numbers and apparently enjoying them as much as their sisters from the West. Then came the rift in the lute and its resulting division of Chinese society in Tientsin into two groups which are growing further apart from tea dance to tea dance.

It appears that, as the weekly dances proved their popularity among the Chinese, many of the Chinese banking and official members of the Club got into the habit of taking their concubines, or secondary wives, to the club for an afternoon's whirl. Now the concubine is the official and social inferior of the wife, the sister and the mother. On the other hand she has a great advantage over the average Chinese wife in that she represents her husband's personal choice, whereas the wife is generally selected for him by his parents or by the official match-maker. Hence the concubine is, as a rule, younger, prettier and better dressed than the wife.

The increasing numbers of concubines appearing at the A.B.C. Club's dances made a bit with the dancing Chinese and the susceptible but innocent foreigners. The mothers, wives and sisters, however, were not favourably impressed. They saw themselves turned into wudding wall-flowers by women who are their inferiors in every respect, and they did not like it. Now the question was: What to do? A formal protest to their sons, husbands and brothers was out of the question, for they knew that in this case Chinese manhood would take the law into its own hands and henceforth leave all ladies, whether concubines or otherwise, at home. A protest to the committee was equally out of the question, for concubines have a legal status in China; their offspring is legitimate; and many of the Chinese members of the Club were the sons of concubines.

So the ladies of the higher social circle decided on a boycott. No man, be he Chinese or foreigner, who danced with a concubine was to be accepted by a lady of their own group on the same day on which he committed the offence. If he came up for a dance the following week with his record and his conscience clear he was accepted as a partner, but on the day of his misdemeanour he was a social outcast as far as the mothers, wives and sisters were concerned.

The effects of the boycott were immediate and startling. The Chinese offenders were mystified, but not for long; their next sensations were chagrin and indignation. Innocent foreigners, not knowing the difference between a concubine and any other Chinese lady, were completely mystified when they left new friends to ask their old friends for a dance, only to be turned down. And neither the Chinese nor the foreign members, although for entirely different reasons, know how to handle the new situation. It looks as though the mother, the wife and the sister had the whiphand over the Chinese male section of the Club; and, according to them, the boycott will continue either until the concubines are conspicuous only by their absence or until the tea dance ceases to be a feature of the Club's social activities.

—Peking Leader.

THE BRITISH EMPIRE.

ECONOMIC OUTLOOK.

IMPROVED PROSPECTS FOR DOMINIONS TRADE.

The Right Hon. F. G. Kellaway, M.P., Parliamentary Secretary to the Department of Overseas Trade, writes in the *Empire Mail*:

The Empire overseas has always been one of the biggest customers of the United Kingdom, and at the present time, when most of the important foreign markets are completely disorganised, the trade of the Dominions is of greater consequence than it has ever been before. It is true that at the present time serious difficulties are being encountered in carrying on trade with all the Dominions, but this is not due to any diminution of their prosperity or purchasing power, but is solely the result of the general disturbance of economic relations, which was an inevitable consequence of such a widespread disturbance in world affairs. In order to understand the position now obtaining and to form an estimate of the possibilities of recovery in the near future, it is necessary to review the effects of the war on the industry and trade of the Overseas Dominions.

It must first be realised that none of the Dominions experienced the destructive effects of the war. In every case they were called upon for a great productive effort, in order to supply as far as possible all their own requirements and so to relieve the strain on the manufacturing capacity and shipping of Europe, and further, to supply in greater volume than they had ever done before, the raw materials and foodstuffs required to maintain the conflict. They were able to find a market for all that they could produce at very high prices and were therefore able to show very large credit balances and so create large deposits in London, which were largely devoted to financing their own war efforts. The trade of the Dominions was therefore in a highly prosperous condition, and no difficulties as to finance occurred. This condition of affairs continued for many months after the Armistice. The strong demand continued for their raw materials and food products, and as the manufacturing countries of the world were compelled to devote their attention to the restarting of their home industries and to the reconstruction of devastated countries, it was impossible to ship the large amount of manufactured goods which were required by the Dominions.

THE DOMINIONS AND RECONSTRUCTION IN EUROPE.

From the point of view of production, the United Kingdom and the great Dominions have made a most satisfactory recovery. But under modern conditions all countries specialise. Such specialisation involves a vast co-operation of nations; success in one country depends on the progress of all the others and their ability to purchase the goods produced. At present, many countries which were at one time among the greatest consumers of United Kingdom and Empire products, owing to the destruction or dislocation of their own industries, are unable to purchase the same volume of goods as they did before the war.

This has seriously affected each of the Dominions in a greater or lesser degree. Australia, for instance, whose productive capacity has made a brilliant recovery during the last two years, is seriously hampered by the inability of many European countries to purchase her wool, wheat, mutton and other products. This is probably the biggest factor behind the peculiar exchange position which at present exists between Australia and the rest of the world. New Zealand and South Africa are in a somewhat similar position, and in addition are nervous of making purchases now, when prices in most markets are falling.

I have already referred to India. The market for tea affords a good illustration of the present situation. Before the war large quantities of Indian tea were regularly consumed in Russia. Russia is not at present in a position to purchase this commodity, with the result that the other markets are glutted and prices have fallen. Canada at the moment is probably the least affected of all the Dominions by the present position of Europe, and, as her harvest is exceptionally good, it is expected that the depression will soon rise from this market.

There is much in the position to afford hope. The economic reconstruction of Europe is proceeding, and with the progress of this work a demand for the products of the British Empire will inevitably arise. One of the first signs of the returning strength of Europe will, in fact, certainly be the recovery of the demand for the food products and raw materials so plentifully produced within the Empire. Meantime, the situation requires all the courage and care of which we are capable. Towards the recovery of our own industries we have already made a considerable contribution; it is certain we have still a great contribution to make towards the recovery of our less fortunate neighbours. To the attainment of economic well-being the whole world is one team; we must see that the team as a whole is strong.

THE HIGH PRICES.

A further factor which has contributed to this position is that in every market the consumers believe that the inflation of prices has been carried to unreasonable and unjustifiable lengths. The goods that were shipped at high prices in the early part of last year are therefore not going into consumption as rapidly as was anticipated, and there is a serious congestion at all ports of goods of which the importers are unable to take delivery. This condition is not equally serious in all markets, and is naturally most apparent in countries such as India, in which the purchasing power of the great bulk of the population is low. This general feeling that the prices of all goods are at too high a level has had the natural effect of causing all importers to withhold orders and wait until conditions are more favourable.

IMPROVEMENT WITHIN THREE OR FOUR MONTHS.

Under these conditions, what can be said of the prospects for a revival of trade during the coming year? In all the Dominions and in India the internal position appears to be sound. A considerable development has been made industrially in all cases and there is no reason to suppose that the demand for manufactured goods is satisfied or that purchasing power will not be forthcoming when the existing obstacles are removed. The two important factors appear to be that prices should be readjusted to a level more in accordance with what are believed to be the present conditions, in order that the confidence of the buyer in the stability of prices should be restored, and that the present exchange difficulties should be overcome. The difficulty is, of course, directly dependent on the revival of demand for the products of the Dominions. The conditions appear to be favourable to an early improvement in most cases; the great wheat crops of Canada and Australia will greatly strengthen the position of these countries, while India's large exportable surplus of rice should be of material assistance to her. Thus a material improvement may reasonably be anticipated within the next three or four months, but complete restoration cannot be expected until the demand for raw materials, such as wool and hides, is re-established. It is not yet clear that alternative markets exist for the whole of the produce formerly absorbed by Central and Eastern Europe. The progressive stabilisation of these impoverished or disturbed regions will offer the best guarantee for the ultimate and full restoration of the trade both of this country and of the Dominions.

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DAIRY FARM NEWS.

Customers are requested to apply for our Revised Price List which came into force on 1st March, 1921.

THE DAIRY FARM, ICE & COLD STORAGE Co., Ltd.

FAMINE AREA.

GRAVE REPORTS.

A CRISIS APPROACHING.

Conditions are daily becoming more acute over the greater part of the famine area. Death figures in West Honan are now reliably reported to exceed 1,000 daily and typhus which has broken out in the Pihansu Kaileng has spread so rapidly that there are more than twenty deaths there daily over the entire area, the population is slowly sinking both physically and economically.

These are the grave reports submitted to the United International Famine Relief Committee yesterday by independent investigators who made their reports in person and by responsible field workers who reported by wire.

All indications are that the crisis is close at hand, that additional money and grain must be forced through to the more remote districts or a large part of the population will go down.

The reports come in just as many sections of China are winding up their parts of the National Famine Relief Drive and as other sections are getting their campaigns well sped up.

Deaths are increasing so rapidly in the twenty-two hsiens of West Honan that they can not be recorded but might easily run into the thousands daily, according to Bishop White while there are some hundred of deaths daily in six hsiens of the northern portion.

Typhus has been raging for a week at Kaileng and has not yet been checked. Josef W. Hall, Peking newspaperman, who accompanied Mrs. Martin Egan, *Saturday Evening Post* representative on her tour reported that the physical and economic situations are both grave, that there is danger that the famine stricken population may be too weak to attend properly to the spring crop and that the sale of possessions has set the population back many years.

Through it all, the population has shown a wonderful spirit of self denial, of careful conservation and a true fighting desire to live, according to Mrs. Egan. They are making their ration keep them alive over the long, cold possible period and everywhere there is evidence that China's famine is one of the most acute physical sufferings.

These are the conditions that the funds raised and still to be raised in the National Famine Relief Drive, are to relieve. Financial reports are still coming in to the Peking committee from the city's solicitation teams and from other centres that had simultaneous drives.

So far the Japanese lead all the foreign groups in the totals. Final reports will show whether any other nationality will pass the total of \$60,000 turned over to the treasurer. The Japanese sold 1,000 tickets to the open air programmes. The Oriental Development Company gave \$45,000, students in the Chinese language course at the School of Foreign Languages, gave \$1,010 and Japanese and Koreans gave \$145,000 through the Keio Nippo and the Mail Simpo. Japanese and Chinese friends in Port Arthur gave 3,031 yen and Japanese in Harbin gave 3,888 yen.

Nanking has wired that it has passed the \$100,000 mark and Kaileng has raised \$25,000. Chungking is out for a fund of \$30,000 and many other sections are still conducting their campaigns.

Most of the ministries in Peking have turned in the money on their pledges. Those that followed the ministry of communications which

MOTOR SHIPBUILDING.

BRITAIN'S LEAD.

240 MOTOR SHIPS ON ORDER.

During the year 1920 one hundred motor ships were launched throughout the world, totalling 189,977 tons gross. At the beginning of this year there were 189 motor ships in course of construction, totalling 454,502 tons gross, practically all of which will be completed before the end of 1921. These figures are sufficient to show the extraordinarily rapid progress which is being made, particularly when it is borne in mind that the number of vessels mentioned does not include a great many which have been contracted for but which have not yet been laid down. As is pointed out, when these are taken into account, the probable total number of internal-combustion-engined sea-going ships on order is not less than 240.

Whilst it is satisfactory to learn that British shipyards accounted for a larger number of motor vessels launched in 1920 than those in any other country, and that about half of the oil-engined ships now being built are in the United Kingdom, the position is not one with which British shipbuilders can rest content. In many other countries the proportion of motor ships to steamers under construction is considerably larger than it is in the United Kingdom, and, if America is omitted (for motor ship development is lamentably slow in that country), about one ship in every four now being built abroad will have oil-engines installed against one in every fifteen in the United Kingdom. Thus, although from a mere statement of figures of work in hand it would appear that Great Britain is easily the leading country in the construction of motor ships, she does not occupy so outstanding a position as is warranted by her tremendous shipbuilding resources. For instance, in Norway, Sweden, and Denmark combined there are almost as many motor vessels being constructed, as in the United Kingdom, although the potential output from the three Scandinavian countries is probably not more than a quarter of that of British yards.

It is clear that a good deal remains to be done. The old conservatism among shipowners and shipbuilders in this country is broken down, but there is still much inertia to be overcome. There is every evidence that, so soon as shipowners begin again to place orders for new vessels, they will lean much more towards the motor ship than they have ever done before, and in the interval, shipbuilding firms would do well to prepare as best they can for rapid and economical oil-engine manufacture. It is doubtful if, in five or ten years to come, more than one ship in ten will be a steamer, and those who are waiting for the complete revolution to be enacted before they begin to make preparations to participate in it, will probably find themselves left entirely in the lurch. Already this is to be seen in other countries, where, in some cases, as is illustrated in Denmark, and Sweden, the steam-engine is considered practically obsolete. (Motor Ship.)

gave \$41,000 are: the Ministry of Foreign Affairs, \$5,000; Ministry of Justice, \$4,000; Board of Navy \$5,000 and the Ministry of Finance, more than \$3,000. All of the donations exceed the round figures as detailed.

Peking's house-to-house canvasses netted more than \$10,000, this fund being obtained entirely by the women.

VALSPAR BRONZE BOTTOM PAINT

A PERFECT ANTI-FOULING COMPOUND

SOLE AGENTS—

HOLLAND

PACIFIC

TRADING

COMPANY,

LTD,

HONGKONG.

NOTICE TO SHIPPERS AND PASSENGERS.

PROJECTED DEPARTURE

CHINA COAST, ETC.

SWATOW.

Mar. 13—O.S.K. Sochu Maru.
12—O.S.K. Amakusa M.
13—D.L. Hainong.
13—D.L. Hainong.

AMGY.

Mar. 13—O.S.K. Sochu Maru.
13—O.S.K. Amakusa M.
13—D.L. Hainong.
13—D.L. Hainong.

FOOCHOW.

Mar. 13—D.L. Hainong.
13—D.L. Hainong.

SHANGHAI.

Mar. 12—C.N. Suiyang.
12—C.N. Suiyang.
12—C.N. Suiyang.
12—C.N. Suiyang.
12—C.N. Suiyang.
12—C.N. Suiyang.
12—C.N. Suiyang.
12—C.N. Suiyang.

TIENSIN.

Mar. 13—C.N. Suiyang.

TSINGTAO.

Mar. 12—C.N. Suiyang.

PUKOW.

Mar. 13—C.N. Suiyang.

HAIPHONG AND HOIHOW.

Mar. 13—C.N. Suiyang.

TAKAO.

Mar. 13—C.N. Suiyang.

KEELUNG.

Mar. 13—C.N. Suiyang.

SAIGON.

Mar. 12—M.M. Forties.
12—M.M. Forties.
12—M.M. Forties.
12—M.M. Forties.

SINGAPORE.

Apr. 3—C.M.S. Nite.
3—C.M.S. Nite.

PHILIPPINE ISLANDS, ETC.

Mar. 13—C.M.S. Nite.

MANILA.

Mar. 13—C.M.S. Nite.

JAVA PORTS, ETC.

Mar. 12—N.Y.K. (D.K.) Sochu Maru.

12—J.C.J.L. Tishow.
12—J.C.J.L. Tishow.
12—J.C.J.L. Tishow.
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12—J.C.J.L. Tishow.
12—J.C.J.L. Tishow.
12—J.C.J.L. Tishow.

INDIAN PORTS, ETC.

Mar. 12—J.C.J.L. Tishow.

CALCUTTA.

Mar. 12—J.C.J.L. Tishow.

12—J.C.J.L. Tishow.
12—J.C.J.L. Tishow.
12—J.C.J.L. Tishow.
12—J.C.J.L. Tishow.

BOMBAY AND COLOMBO.

Mar. 12—J.C.J.L. Tishow.

12—J.C.J.L. Tishow.
12—J.C.J.L. Tishow.
12—J.C.J.L. Tishow.
12—J.C.J.L. Tishow.

AUSTRALIAN PORTS.

Mar. 12—J.C.J.L. Tishow.

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12—J.C.J.L. Tishow.
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JAPAN PORTS.

Mar. 12—J.C.J.L. Tishow.

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AMSTERDAM.

Mar. 12—J.C.J.L. Tishow.

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HAMBURG.

Mar. 12—J.C.J.L. Tishow.

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VANCOUVER.

Mar. 12—J.C.J.L. Tishow.

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AMERICAN PORTS.

Mar. 12—J.C.J.L. Tishow.

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12—J.C.J.L. Tishow.

BANKS.

ASIA BANKING CORPORATION
(AN AMERICAN BANK)

CAPITAL ... U.S. \$ 4,000,000
RESERVE FUNDS ... U.S. \$ 1,459,000

HEAD OFFICE: NEW YORK.
BRANCH: SAN FRANCISCO.

HEAD OFFICE FOR THE ORIENT:
SHANGHAI.

BRANCHES:
CANTON, HANKOW, MANILA, TIENSIN,
CHANGSHA, PEKING, SINGAPORE.

EARLIER TELEGRAMS

(Reuter's Service to the China Mail.)

BEER IS MEDICINE.

New York, March 10th.
The Attorney-General of the United States has given his considered opinion that beer is medicine. This means that beer can be brewed and sold in unlimited quantities to holders of a medical certificate showing that the nourishing stimulant is needed. Prohibition officers believe that the ruling will result in the disappearance of the demand for whisky.

DISASTROUS BOMBAY FIRE.

BOMBAY, March 10th.
The spinning section of the Sassoon Cotton Mills has been destroyed by a fire. The damage is estimated at 25 lakhs of rupees, and is covered by insurance.

AMERICAN NOBEL PRIZE.

New York, March 10th.
A half-million dollar fund, as a tribute to Mr. Woodrow Wilson, is being organized. The interest will be awarded annually by the ex-President to a person judged as rendering the greatest service to humanity, on conditions similar to those of the Nobel Peace Prize.

FALL OF PETROGRAD.

LONDON, March 10th.
The Times' Riga correspondent says an official communiqué states that revolutionaries have captured the whole of Petrograd, except two railway stations. The report that the Reds suffered heavy losses at Krasnoe and Gatchina is borne out by a Bolshevik wireless message, which is to the effect that the position of the Bolshevik army there is worse than that of the one at Oranienbaum.

DEATH OF FORMOSAN MISSIONARY.

LONDON, March 10th.
The death is announced of Dr. James L. Maxwell, who founded the Presbyterian Mission in Formosa and built a hospital at Tainan.

WATCH THE FRUIT YOUR CHILDREN EAT.

Whilst most ripe, sound fruits are good for children there is danger in fruit which is over-ripe, over-eaten, or damaged, among the least of the evils to be feared from such fruit being acute indigestion, diarrhoea and worms.

When you have reason to suspect that your child has eaten fruit of a doubtful character the best course is to administer a dose of Baby's Own Tablets at once, for these Tablets quickly but gently cleanse the stomach and bowels, and can be given with absolute safety even to the youngest or most delicate infant.

Baby's Own Tablets, the Canadian children's remedy, are also a specific for teething troubles, constipation, colic, and cramp. They bring calm, natural, health giving sleep and promote regular development. From chemists, or direct at 6d per box at 60 cents the value from the U.S. Williams' Medicine Co., 66 Seaboard Road, Shanghai.

EXCHANGE.

Hongkong, March 11, 1921.

Bank Wire	295-3
On demand	295-3
30 days sight	295-3
4 months sight	295-3
6 months sight	295-3
Documentary 4 months sight	295-3
On Paris	595
On demand	595
Credit 4 months sight	595
On New York	431
On demand	431
Credit 60 days sight	431
On Bombay	1751
On demand	1751
On Calcutta	431
On demand	431
On Singapore	80
On demand	80
On Manila	60
On demand	60
On Shanghai	60
On demand	60
On Yokohama	60
On demand	60
Gold Leaf, 100 fine (per oz)	52.00
Silver (per oz)	87.00
Silver (per oz)	218

SUBSIDIARY COINS.

Hongkong 10 cents coin ... 12 1/2 d.
Canton coins ... 15 1/2 d.
Bar Silver in Hongkong ... 9 1/2 p.
Chinese Copper Cash ... 8 p.
Chinese Copper Coins ... 8 p.
Rate of Silver Interest ... 1 1/2 p.
Chinese Sub. Coin ... 10 1/2 d.
Hongkong Sub. Coin ... 10 1/2 d.

NOTICE.

DEAK-TRAMWAYS COMPANY, LIMITED.

TIME TABLE.

WEEK DAYS
7.00 a.m. to 8.00 a.m. every 15 minutes
8.00 a.m. to 11.00 a.m. " " " " " "
11.30 a.m. to 12.30 p.m. " " " " " "
12.30 p.m. to 2.30 p.m. " " " " " "
2.30 p.m. to 4.30 p.m. " " " " " "
4.30 p.m. to 6.30 p.m. " " " " " "

NIGHT CARS
8.30 p.m. to 9.30 p.m.
9.30 p.m. to 11.30 p.m. every 30 minutes
11.45 p.m.

SATURDAYS
7.30 a.m. to 10.30 a.m. every 15 minutes
10.30 a.m. to 12.30 p.m. " " " " " "
12.30 p.m. to 1.00 p.m. " " " " " "
1.00 p.m. to 2.30 p.m. " " " " " "
2.30 p.m. to 4.30 p.m. " " " " " "
4.30 p.m. to 6.30 p.m. " " " " " "

SUNDAYS
8.00 a.m. to 10.30 a.m. every 15 minutes
10.30 a.m. to 12.30 p.m. " " " " " "
12.30 p.m. to 1.00 p.m. " " " " " "
1.00 p.m. to 2.30 p.m. " " " " " "
2.30 p.m. to 4.30 p.m. " " " " " "
4.30 p.m. to 6.30 p.m. " " " " " "

NIGHT CARS as on Week days.

SPECIAL CARS by arrangement at the Company's Office, Alexandra Building, Des Voeux Road Central.

Season and punch tickets available for all cars not all ready full running at the time of the Company's time table, but not for special cars, can be obtained on application at the Company's Office. No Season ticket will be issued until payment therefor has been made in Bank Notes or by Cheque or Compressed order representing Bank Notes.

JOHN D. HUGHES & SON,
General Managers.

HONGKONG STOCK EXCHANGE.

HONGKONG, 11th MARCH 1921.

OFFICIAL QUOTATIONS.

11 A.M.

Sterling Exchange 2 1/2 T. T.
Banks:
Hongkong Bank ... \$30 b.
East Asia Bank ... \$11 1/2 b.
Mitsui Bussan Kaisha ... \$40 b. 450 a.
Canton Insurance ... \$715 b.
North China Insurance ... \$715 b.
Union Insurance ... \$715 b.
Yungshing Insurance ... \$24 b.
Far Eastern ... \$20 b.

Fire Insurance:
China Fire Insurance ... \$125 b.
Hongkong Fire Insurance ... \$420 b.
Suiyang ... \$80 b.
Dunlop ... \$80 b.
H. K. Steamship ... \$35 b. 2 1/2 a.
Indo-China (Ind.) ... \$25 b.
Do. (Del.) 270 n. L.R.
280 b. H.K.R.

Shell Transport ... \$100 b.
Star Ferry ... \$25 b.
China Sugar ... \$60 b. ex div.
Malayan Sugar ... \$55 b. ex div.

Mining:
Kailash Mining Adm. ... \$80 n.
Shanghai Loans ... Comb. 11 1/4 n.
Suiyang Exploration ... \$40 b.
Rural ... \$40 b.
Trunk Mines ... \$21 n.
Ural Caspian ... \$12 1/2 n. 2 1/2

DOCK, WHARF, GODOWN, &c.
H. & K. Wharf ... \$42 b.
H. & K. Dock ... \$17 1/2 b.
Star Dock ... \$11 1/2 b.
New Engineering ... \$30 n.
Lanka, Horrie & Bendish:
Central Estates ... \$116 b.
Hongkong Hotels ... \$180 n.
Hongkong Land ... \$144 b. 144 ss.
Hampden ... \$8 b.
Kowloon Land ... \$34 n.
Land Reclamation ... \$133 n.
West Dock ... \$54 b.
Crown Mills ... \$30 n.

Kwo Cotton ... \$34 n.
Kung Yung ... \$34 n.
Lao Yung Mow ... \$34 n.
Oriental ... \$15 n.
Shanghai Cotton ... \$15 n.
Yangtze ... \$15 n.
Mackay-Lewis ... \$91 b. 12 1/2 n.
Cement ... \$91 b. 12 1/2 n.
China Boron ... \$116 b.
China Lights ... \$116 b.
China Provident ... \$116 b.
Daily News ... \$116 b.
R. K. Electric ... \$116 b.
Macao ... \$116 b.
H. K. Ropes ... \$116 b.
Hongkong Tramway ... \$116 b. 12 1/2 n.
Peak Tramways (N.Y.) ... \$116 b.
Cement ... \$116 b.
Steam Laundry ... \$116 b.
H. K. Foundry ... \$116 b.
W. & L. ... \$116 b.
W. & L. ... \$116 b.
W. & L. ... \$116 b.
W. & L. ... \$116 b.

RUB IT IN.

A good many people think rheumatism cannot be cured without taking powerful medicine. Chamberlain's Pain Balm, however, thoroughly into the skin, has cured far more rheumatism than any other remedy in existence and gives relief quicker. For sale by all Chemists and Dispensaries.

BANKS.

HONGKONG & SHANGHAI BANKING CORPORATION.

Paid-up Capital ... \$15,000,000
Reserve Funds ... \$2,500,000
Sterling ... \$2,500,000
Silver ... \$2,500,000
Reserve Liability of ... \$15,000,000
Proprietors ... \$15,000,000

COURT OF DIRECTORS:
G. T. M. Edkins, Esq., Chairman.
A. M. Dodwell, Esq., Deputy Chairman.
A. H. Compton, Esq., A. G. Lane, Esq.,
A. S. Gubbey, Esq., Hon. Mr. R. D. Farr,
Hon. Mr. P. H. W. I. Patterson, Esq.,
Hon. Mr. J. A. Plummer, Esq.,
Hon. Mr. J. Johnston.

Chief Manager: A. G. STEPHEN, Esq.

Manager Hongkong—A. H. BARTLOW, Esq.
Acting Manager Shanghai—G. H. STITT, Esq.

London Bankers—London County Bank, Ltd.
Westminster & Park Lane, Ltd.

CURRENT ACCOUNTS opened in LOCAL CURRENCY AND FIXED DEPOSITS received for one year or shorter periods at the minimum monthly balances at 3 1/2 PER CENT per annum.

For the Hongkong & Shanghai Banking Corporation,
A. G. STEPHEN, Esq., Chief Manager.
Hongkong, May 14, 1916.

HONGKONG SAVINGS BANK.

THE business of the HONGKONG and SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

INTEREST on deposits is allowed on the minimum monthly balances at 3 1/2 PER CENT per annum.

For the Hongkong & Shanghai Banking Corporation,
A. G. STEPHEN, Esq., Chief Manager.
Hongkong, May 14, 1916.

BANQUE INDUSTRIELLE DE CHINE.

(FRENCH BANK)

SUBSCRIBED CAPITAL ... F. 150,000,000
PAID UP CAPITAL ... F. 75,000,000
RESERVE FUNDS ... F. 60,000,000
DEPOSITS ... F. 885,000,000
THE CHINESE GOVERNMENT OWNS ONE-THIRD OF THE CAPITAL.

Chairman of the Board of Directors—Andre Berthelot.
General Manager—A. J. Pernot.

HEAD OFFICE:

74, Rue Saint-Lazare, PARIS.

BRANCHES:

Antwerp
Batavia
London
Singapore
Bordeaux
Lyon
Swatow
Canton
Marseilles
Tientsin
Dunkirk
Moukden
Tientsin
Fochow
New York
Yokohama
Haiphong
Peking
Yokohama
Hankow
Paoan-Pan
Yunnanfu
Hanoi

BANKERS:

In FRANCE: Societe Generale pour favoriser le developpement du Commerce et de l'Industrie en France.

In LONDON: London Joint City & Midland Bank, Ltd.

In SAN FRANCISCO: Crocker National Bank.

Correspondents in the Chief Commercial Centres of the World.

Telegraphic Address: CHIBANKIND.

Interest on Current Accounts and Fixed Deposits in Local Currency and in Gold. Terms on application.

Every description of Banking and Exchange business transacted.

Special facilities for French changes.

M. MONTARGIS, Manager.
Hongkong, January 21, 1921.

THE INDUSTRIAL AND COMMERCIAL BANK, LTD.

Head Office: 101 Des Voeux Road, Central.

DOMESTIC & FOREIGN BANKING.

SERVICE PROMPT.

Current, Savings, and Fixed Deposits bear interest at rates 2 1/2, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100, 101, 102, 103, 104, 105, 106, 107, 108, 109, 110, 111, 112, 113, 114, 115, 116, 117, 118, 119, 120, 121, 122, 123, 124, 125, 126, 127, 128, 129, 130, 131, 132, 133, 134, 135, 136, 137, 138, 139, 140, 141, 142, 143, 144, 145, 146, 147, 148, 149, 150, 151, 152, 153, 154, 155, 156, 157, 158, 159, 160, 161, 162, 163, 164, 165, 166, 167, 168, 169, 170, 171, 172, 173, 174, 175, 176, 177, 178, 179, 180, 181, 182, 183, 184, 185, 186, 187, 188, 189, 190, 191, 192, 193, 194, 195, 196, 197, 198, 199, 200, 201, 202, 203, 204, 205, 206, 207, 208, 209, 210, 211, 212, 213, 214, 215, 216, 217, 218, 219, 220, 221, 222, 223, 224, 225, 226, 227, 228, 229, 230, 231, 232, 233, 234, 235, 236, 237, 238, 239, 240, 241, 242, 243, 244, 245, 246, 247, 248, 249, 250, 251, 252, 253, 254, 255, 256, 257, 258, 259, 260, 261, 262, 263, 264, 265, 266, 267, 268, 269, 270, 271, 272, 273, 274, 275, 276, 277, 278, 279, 280, 281, 282, 283, 284, 285, 286, 287, 288, 289, 290, 291, 292, 293, 294, 295, 296, 297, 298, 299, 300, 301, 302, 303, 304, 305, 306, 307, 308, 309, 310, 311, 312, 313, 314, 315, 316, 317, 318, 319, 320, 321, 322, 323, 324, 325, 326, 327, 328, 329, 330, 331, 332, 333, 334, 335, 336, 337, 338, 339, 340, 341, 342, 343, 344, 345, 346, 347, 348, 349, 350, 351, 352, 353, 354, 355, 356, 357, 358, 359, 360, 361, 362, 363, 364, 365, 366, 367, 368, 369, 370, 371, 372, 373, 374, 375, 376, 377, 378, 379, 380, 381, 382, 383, 384, 385, 386, 387, 388, 389, 390, 391, 392, 393, 394, 395, 396, 397, 398, 399, 400, 401, 402, 403, 404, 405, 406, 407, 408, 409, 410, 411, 412, 413, 414, 415, 416, 417, 418, 419, 420, 421, 422, 423, 424, 425, 426, 427, 428, 429, 430, 431, 432, 433, 434, 435, 436, 437, 438, 439, 440, 44

NOTICES.

American Machine and Foundry Company
ALL KINDS OF
TOBACCO MACHINES

THE TWO BEST CIGARETTE MAKING
MACHINES IN THE WORLD
"STANDARD"—600 Cigarettes per minute
"CHICO"—125 Cigarettes per minute

Sole Agents:
ARNHOLD BROTHERS & Co., Ltd.
1A, Charter Road. Phone 1500.

TO-DAY'S CABLES.

(Reuter's Service to the China Mail.)

GREEK PRINCESS LYING.

SON ARRIVING FROM FAR EAST HASTENS TO ATHENS.

New York, March 11.
William Leeds, son of Princess Anastasia of Greece, who arrived from the Far East to consult specialists regarding a poisonous insect bite sustained in Sumatra, heard that his mother was dying in Athens and immediately hastened to Europe.

SHIPS DOCTORS WILL.

CURIOUS STORY.

EXTRAORDINARY CIRCUMSTANCES.

A curious story of the will of a ship's doctor was told to Mr. Justice Hill, in an application for probate. The will was that of a surgeon on the Glen Lee, a Dr. E. S. Seah, a Chinaman, and the odd Chinese names of the beneficiaries. The will had been lost. Hence the trouble. Counsel, Mr. Middleton, asked that an examination copy of the will made at the Board of Trade might be admitted to probate. Dr. Seah was on one of the liners running between London and the east, and was ordinarily resident at Singapore. He was put ashore at Port Said on September 19, 1917, and made a will there by which he left his personality to his brother. The will was sent to the Mercantile Marine Office, Tilbury, and thence to the Board of Trade. It was received at the Board of Trade on December 15, 1919, and they posted it to Singapore to one of the residuary legates. Before it was posted the Board of Trade made an examination copy of the will. The brother took possession of the will and left Singapore with it, with a view to taking medical studies in this country. On the way he fell in with a Belgian and they registered their luggage from Marseilles to Paris. Between Marseilles and Paris, the luggage of Dr. Seah's brother disappeared and with it the will, which was in a portmanteau, and Dr. Seah's brother also lost sight of his Belgian companion. Enquiries had been made for the luggage and there was no prospect of it or the will being found. Mr. Justice Hill asked who was the next of kin.

Counsel replied, the father, but under the will he got nothing; it was all left to the brother. The father was at Singapore. The estate was £1,700 personality in this country. Mr. Justice Hill—Well, supposing the father comes and says by the law of Singapore a son cannot disinherit his father? However, I assume the same law there. There is a will in this country. Here is a will to be proved in England of a Chinaman domiciled in Singapore, who died at Port Said, and left a will with reference to property in England, which will was lost in France—the complications in this case arise from a conception of circumstances like that. I will grant probate of the examination copy of the will at the Board of Trade, until such time as the original will is brought in.

CHINESE GIRL STUDENTS.

"COLD-SHOULDERED."

NOT WELCOMED IN LONDON.

While there are 20 Chinese girl students in Paris, who have been sent to study there by the Peking Government, there are only about 4 Chinese girl students in London. They are the daughters of wealthy Chinese people and are studying separately at various London schools. There are also two or three Chinese girl students in Edinburgh, and one of them is studying law and economics. A friend of the girl students in London told a reporter that one is studying music at the Royal Academy of Music and intends to go back to China when her education is completed. Another does nothing but drawing. "They seem very happy in England," he said, "but they live in private houses because it is felt a Chinese girl has rather a cold welcome in many English schools."

JAPANESE FEAT.

CROSS OCEAN IN OPEN BOAT.

ADVENTURER FROM SINGAPORE.

The Sydney Telegraph reports—Yesterday in the unromantic precincts of the Central Police Court Inspector Donoghue, of the Customs Department, was given the chance to tell a story of high endeavour, ending in an achievement that interests the whole of Australia. Mr. Gale, S.M., sat on the bench, and in the dock, with impassive countenances sat three Japanese, charged with being undesirable immigrants. One of them, Negi Yamata (31), was the hero of a voyage more difficult and dangerous than that of Ulysses.

The inspector went back to Singapore to commence his story. There, four years ago, three Japanese had built a boat 30ft. long with the intention of using it to get surreptitiously into Australia. They started out to row across the intervening space of sea, bent upon landing here. The dangers of typhoons and currents did not deter them.

For 62 days they worked at the oars, slowly, yet surely, traversing the waste of waters. Tinned meat and one tank of water constituted their only provisions. Twice during the journey they landed on the shores of an island to replenish their supplies.

Rough weather came on, and the sea rose, but they stuck to their task, determined to achieve their object, and land in Australia.

Eventually they reached Thursday Island. The main portion of their task had been accomplished.

They started out once more, and this time succeeded in reaching Queensland, landing at Townsville in Queensland.

Here Yamata was questioned by the authorities, but he gave as his reason for refusing to register that he did not speak English. There the other two left him, and they are still at large. Yamata came on to Sydney. The other two apparently joined different ships.

On Thursday, after four years had elapsed the inspector questioned Yamata, at Chislewood, regarding his passport. His answers to queries were unsatisfactory, and he was arrested and brought to court.

Of the other two in dock on this occasion, Shibahara had deserted from the "Kemkon Maru," and Kusaka from the "Shimpo Maru."

The men were sentenced to six months imprisonment. The magistrate remarked that they would probably be returned to Japan.

THE BLUE FUNNEL LINE

REGULAR AND FAST FREIGHT AND PASSENGER SERVICES.

LONDON SERVICE

(Direct)
"STENTOR" 12th Mar. London, Amsterdam & Antwerp
"KEENUN" 16th Mar. London, Amsterdam & Hamburg
"WINGGROW" 5th Apr. London, Amsterdam & Antwerp
"THREXUS" 15th Apr. London, Rotterdam & Hamburg
"ATHENS" 19th Apr. London, Amsterdam & Antwerp

LIVERPOOL SERVICE

(Direct or via Continental Ports)
"TELAMON" 22nd Mar. Havre & Liverpool
"ET. OF THE GARTER" 29th Mar. Genoa, M'les, L'pool & Glasgow
"IDOMENEUS" 12th Apr. Havre & Liverpool
"AJAX" 19th Apr. Genoa, M'les, L'pool & Glasgow

PACIFIC SERVICE

(via Kobe and Yokohama)
"TALITHYBIUS" 15th Mar. Victoria, Seattle and Vancouver
"TYNDAREUS" 6th Apr.
"PROTESILAUS" 4th May

NEW YORK SERVICE

(via Suez or Panama) via Suez
"LAERTES" 27th Mar.

HOMeward PASSENGER SERVICE

"STENTOR" 12th March for London
"IDOMENEUS" 12th April for Liverpool
"THREXUS" 3rd May for London
"ARCHIBUS" 10th June for London
"THREXIAS" 7th July for Liverpool

For Freight and all Information Apply to
BUTTERFIELD & SWIRE,
AGENTS.

POST OFFICE NOTICES.

INWARD MAILS.

From	Per	Times
Shanghai	Szechuen	FRIDAY, MARCH 11.
Straits	Nankin	SATURDAY, MARCH 12.
U.S.A. and Japan	Tyndarus	SUNDAY, MARCH 13.
EUROPE via Suez (Letters only London 10th Feb.)	Idomeneus	
EUROPE via Suez (Newspapers only London 10th Feb.)	Khyber	
U.S.A. Japan and Shanghai	Monteagle	MONDAY, MARCH 14.
Australia and Manila	Nikko Maru	
Straits and Calcutta	Bojya Maru	
Shanghai	Swange	
Japan	Bombay Maru	WEDNESDAY, MARCH 16.
Japan and Shanghai	Mishima Maru	THURSDAY, MARCH 17.
Straits	Inaba Maru	

OUTWARD MAILS.

For	Per	Times
FRIDAY, MARCH 11.		
Samahni and Wachow	Kongchow	4 p.m.
*Port Boyard	Shuncheong	5 p.m.
Shanghai and North China	Ajax	5 p.m.
Dairen	Dainichi Maru	5 p.m.
Port Boyard, Hoikow and Haiphong	Henoi	5 p.m.
Philippine Islands	Lancaster	5 p.m.
Straits, Bangkok, Ceylon, Mauritius, L. Marquesa, South Africa, India via Dhanushkodi, Egypt & EUROPE via EUZ. Registration 5 p.m. Saturday, 12th Letters 8.30 a.m.	Stentor	
SATURDAY, MARCH 12.		
Swatow	Haidi	11 a.m.
Philippine Islands	Yuetwah	1 p.m.
Shanghai, North China and Japan	Nankai	5 p.m.
*Shanghai and North China	Myiyan	5 p.m.
Keelung	Mogami Maru	5 p.m.
	Gregory Ancor	5 p.m.